

# 3.5

## Condition 31 - Parameter Plans and Development

### Response to Condition 31

*“The development shall be carried out in accordance with the Revised Parameter Plans and as described in the specified paragraphs of the Revised Development Specification dated September 2005 comprising:*

*a) the Principal Public Realm Areas shown on drawing KXC004 Rev S together with paras 4.9, 4.13 (insofar as it relates to public realm), 4.14, 4.17 and 4.19;*

*b) the boundaries of Development Zones shown on drawing KXC005 Rev T together with paras 4.20, 4.21, 4.23-4.26, and with Table 2 to the extent that it provides a summary and indicative description of the proposals in each development zone only;*

*c) the Regent’s Canal works shown on drawing KXC006 Rev Q together with paras 4.27 - 4.29;*

*d) the Principal Access and Circulation Routes shown on drawing KXC007 Rev S together with paras 4.30 - 4.47 and with Annex C to the extent that it provides a summary and indicative specification for the routes only; e) the Upper Floor Land Uses Along Street Elevations shown on drawing KXC008 Rev R together with paras 4.48-4.54 to the extent that these describe the overall distribution of land uses only;*

*f) the Ground Floor Land Uses Along Street Frontages shown on drawing KXC009 Rev P together with paras 4.49 - 4.54 to the extent that these describe the overall distribution of land uses only;*

*g) the Proposed Finished Site Levels shown on drawing KXC012 Rev T together with paras 4.62 - 4.67;*

*h) the Development Massing shown on drawing KXC013 Rev L together with paras 4.68 - 4.72 and Table 3;*

*i) the Maximum Building Heights shown on drawing KXC014 Rev W together with paras 4.73 - 4.75*

*j) the Strategic View Corridor Constraints shown on drawing KXC015 Rev S together with paras 4.79 - 4.81; k) the Basement Zones shown on drawing KXC016 Rev O together with paras 3.40-3.41 and 4.82 - 4.86;*

*l) the Servicing arrangements shown on drawing KXC017 Rev R, together with para 4.87;*

*m) the Utilities Strategy shown on drawing KXC018 Rev M, together with paras 4.88 and 4.90 - 4.98;*

*n) the Gas Holder Triplet Development shown on drawing KXC020 Rev E together with paras 4.104 and 4.105 to the extent that they show indicative proposals only for the works and land uses; and*

*o) the Priority Zones for Green / Brown Roofs and Wind Turbines shown on drawing KXC021 Rev A, together with paras 3.43, 3.44, 4.106 and 4.107. except that in relation to (i) above the building heights within Plot S2 identified on drawing KXC005 Rev T shall be at least 6.5m below the maximum heights shown in Parameter Plan KXC014 rev W across at least 80% of the plot, unless otherwise approved in writing by the local planning authority planning authority.”*

*Reason: ‘The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design and to accord with the assessment and conclusions of the Environmental Impact Assessment in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, SKC4 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.’*

Parameter Plan KXC004 shows the gasholder 8 guideframe site as being open public realm upon completion of the development. The proposed enabling works are consistent with this.

Other Parameter Plans relevant for the purposes of this submission are KXC005 (Development Zones), KXC006 (The Regent’s Canal), KXC011 (Demolition and Re-location of Listed Building and Conservation Consent) and KXC012 (Proposed Finished Site Levels).

The proposed location for the re-erection of the Gasholder No 8 guideframe sits within Development Zone N and is consistent with Parameter Plan KXC005. Furthermore, it is consistent with the indicative location on KXC011.

Parameter Plans KXC006 and KXC012 both specify parameters for finished levels in the public realm around the proposed location of the re-erected Gasholder No 8 guideframe.

# Condition 53 - Re-erection Location and Contract

3.6

*“No buildings shall be occupied within Development Zone B until:*

*(a) approval in writing from the local planning authority has been issued for the exact location for the Gas Holder number 8 guide frame within development zone N shown on drawing KXC005 Rev T;*

*(b) a contract has been placed for the works of dismantling, refurbishment and re-erection of the Gas Holder number 8 guide frame;*

*(c) approval in writing from the local planning authority has been issued for a method statement and programme for the movement and secure storage of the dismantled Linked Triplet Gas Holder guide frames. The means of movement and secure storage of the dismantled Linked Triplet Gas Holder guide frames shall be carried out in accordance with such method statement and programme;*

*(d) a contract has been placed for the movement and secure storage of the dismantled Linked Triplet Gas Holder guide frames and evidence of such contract has been submitted to the local planning authority; and*

*(e) a contract has been placed for the relocation and re-provision of the gas governor within development zone V and evidence of such contract has been submitted to the local planning authority; or alternatively written confirmation has been given to the local planning authority that the gas governor will not be relocated and re-provided.*

*Reason: To ensure a comprehensive and sustainable development and good design, to safeguard the special architectural and historic interest of listed buildings/structures and to protect or enhance the character or appearance of the conservation areas in accordance with the Environmental Impact Assessment, in accordance with policies B7 and KC11 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

## Response to Condition 53

In respect to Condition 53 paragraph (a) the exact location of the Gasholder No 8 guideframes is shown on the submitted plans for approval, and the location is consistent with the Parameter Plan KXC005 Rev T.

In respect to Condition 53 paragraph (b), the requirements has already been discharged with regards the ‘dismantling’ and ‘refurbishment’ of the Gasholder No 8 guideframes. This submission seeks to discharge part (c) relating to the placing of a contract for the re-erection of the Gasholder No 8 guideframes. Appendix F to this document reproduces a letter from lawyers Hogan Lovells International LLP to the London Borough of Camden confirming that the contract has been placed.

The remaining paragraphs of this condition are not being addressed by this submission as they refer to the Linked Triplet Gasholder guideframes and the gas governor, the latter of which has already been built and completed.

# 3.7

## Condition 56 - Archaeological Investigation and Mitigation

---

*“No development shall take place in relation to each phase of the Development as notified under Condition 21 until the applicant, their agent or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the local planning authority.”*

*Reason: Important archaeological remains may exist on the site. The requirements of this condition are to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development and to minimise damage to them in accordance with the Environmental Impact Assessment, in accordance with policy B8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Condition 56

An Archaeological Written Scheme of Investigation, by Pre-Construct Archaeology, is provided in respect of the relevant area at Appendix B.

Conditions 64 & 65 - Volume of Spoil Removal and Lorry Movements

3.8

“Unless otherwise agreed in writing by the local planning authority the volume of spoil removed from the site shall not exceed 270,000 cubic metres within any calendar year.

Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Condition 65:

“Unless otherwise agreed in writing by the local planning authority the number of lorry movements removing spoil from the site shall not exceed 31,500 within any calendar year.”

Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 64 & 65

The question of managing spoil resulting from earthworks for the proposed works for the re-erection of the Gasholder No 8 guideframe is covered in the ERP included in Appendix C to satisfy Condition 18. That document confirms that the necessary earthworks to construct the foundations for the guideframe would remove up to 9,897m² of material from the site, representing the worst case based on the maximum predicted quantities of overdig of Made Ground and London Clay to remove local contamination hotspots. It is anticipated that all of the spoil would be removed in 2013.

All of the excavation and soil export for these proposed works will take place in 2013.

Aggregate figures for net spoil removal for the proposed works for the re-erection of the Gasholder No 8 guideframe and other previously submitted/approved works anticipated to be underway in 2013 are set out in Table 1.

Development Area	2012	2013
Eastern Goods Yard	0	3,000
Regent's Canal, Goods Way and the Boulevard ('SEFI')	6,850	0
Building T1	0	12,308
Building T6	6,945	0
Building J	10,712	0
Building B3	7,572	0
Building B1	45,260	4,500
Zone B Basement	37,313	8,995
Handyside Park	0	2,121
Building E1	0	2,257
Access Ramp (North)	8,500	0
Building P1	0	22,625
Gasholder No. 8 Guideframe	0	9,897
Total	123,152	65,703

Table 1: Spoil Removal Volumes (m³)

Notes:

- The Zone B basement is taken to include the communal service road and the basement service areas for B2, B4 and B6. It also includes the area within this submission, referred to as the 'lower basement'. The figure excludes the basements/service areas for B3 and B1 which formed part of the separate submissions for those buildings.
- Building R2, which would require around 33,300m3 of spoil to be removed, is not anticipated to form part of the current phase of works and therefore has been excluded from the above table.
- The table excludes completed projects, or those which are nearing completion, which do not give rise to any further spoil removal. These include Buildings R4 and R5 North, Station Square, the Great Northern Hotel, Shared Service Yard and the Interim Service Road.

The 65,703m3 peak annual volume in 2013 is clearly much lower than the annual site wide limit of 270,000m3 specified by Condition 64.

In the table below, these figures are converted to lorry movements, based on a volume of 8.5m3 per lorry as set out in the Environmental Statement submitted under the KXC outline planning application.

Aggregate figures for lorry movements removing spoil for the re-erection of the Gasholder No 8 guideframe and other previously submitted/approved works anticipated to be underway in 2013 are set out in Table 2.

Development Area	2012	2013
Eastern Goods Yard	0	353
Regent's Canal, Goods Way and the Boulevard ('SEFI')	806	0
Building T1	0	1,448
Building T6	817	0
Building J	1,260	0
Building B3	891	0
Building B1	5,325	529
Zone B Basement	4,390	1,058
Handyside Park	0	250
Building E1	0	266
Access Ramp (North)	1000	0
Building P1	0	2,662
Gasholder No. 8 Guideframe	0	1,163
Total	14,489	7,729

Table 2: Lorry movements removing spoil (number)

As with the volume assessment, the 7,729 lorry total for the year of 2013 demonstrates that the annual lorry numbers would be much less than the maximum total of 31,500 specified by Condition 65.

# 3.9

## Conditions 66 & 67 - Lorry Movements Importing Infrastructure and Construction Materials

*“Unless otherwise agreed in writing by the local planning authority the number of lorry movements importing infrastructure materials to the site shall not exceed 8,300 within any calendar year.”*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

Condition 67:

*“Unless otherwise agreed in writing by the local planning authority the number of lorry movements importing construction materials and plant to the site shall not exceed 73,000 within any calendar year.”*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Conditions 66 & 67

Infrastructure materials are not defined in the Condition or elsewhere in the Outline Planning Permission, but adopting a consistent approach with previous submissions, they are taken to include road/paving build up, kerbs, lighting poles, manholes/gullies, utility pipes and ducts and associated backfill and bedding provisions, landscape build-up and trees/planting and piling mats.

Since, within the scope of the Outline Planning Permission as a whole, infrastructure materials make up only a small element of the incoming materials, it is considered appropriate to combine this aspect covered by Condition 66 with the construction materials covered by Condition 67, both conditions being similarly constructed. Taking the two elements together, the number of lorries delivering infrastructure and construction materials for the re-erection of the Gasholder No 8 guideframe and to other approved/ submitted works in the KXC scheme, over the projected construction period of the re-erection works, would be as detailed in Table 3 to the right.

The lorry movements for the proposed guideframe re-erection works does not include bringing the guideframe back to site inline with the definition above.

Development Area	2012	2013	2014	2015
Eastern Goods Yard	1,750			
Regent's Canal, Goods Way and the Boulevard ('SEFI')	1,500			
Building T1	2,440			
Building B2	433	676		
Building B4	1,190	999		
Building B6		486	1,437	656
Zone B Public Realm		100	100	
Station Square	67	23	19	
Great Northern Hotel	585			
Building T6	12,000	1,800		
Building J	3,540	1,820		
R5 North	3,515			
Building B3	2,756	3,010	997	
Building B1		4,358	3,631	
Zone B Basement	4,100	2,446	2,430	
Handyside Park and Wharf Road		354	288	
Building E1		1,111	168	
Access Ramp (North)	2,270	1,250		
Building P1		4,260	3,385	1,285
Regeneration House		815		
Gasholder No. 8 Guideframe		390		
<b>Total</b>	<b>36,146</b>	<b>23,898</b>	<b>12,455</b>	<b>1,941</b>

Table 3: Lorry movements importing infrastructure and construction materials (number)

Notes:

1. The Zone B basement is taken to include the communal service road and the basement service areas for B2, B4 and B6. It also includes the area within this submission, referred to as the 'lower basement'. The figure excludes the basements/service areas for B3 and B1 which formed part of the separate submissions for those buildings.
2. Building R2, which would give rise to around 12,900 lorry movements, is not anticipated to form part of the current phase of works and therefore has been excluded from the above table.
3. The table excludes completed projects, specifically Building R4, the Shared Service Yard and the Interim Service Road.

# Appendix A

---

Gasholder No. 8 Re-erection Method  
Statements

