

Address:	Kings Cross Central Plot E1 (incorporating the Southern Stanley Building) Development Zone E York Way London N1	
Application Number:	2012/4147/P	Officer: Conor McDonagh
Ward:	St Pancras & Somers Town	
Date Received:	07/08/2012	
<p>Proposal: Submission of Reserved Matters relating to Development Zone E (Plot E1) for the erection of a 6 storey building with basement level to 'wrap' around the existing Grade II Listed Southern Stanley Building on its north-western and north-eastern elevations to provide a total of 3,798sqm of office floorspace (Class B1) at part ground and all upper floor levels [including all 5 floors of the existing Southern Stanley Building that are to be refurbished and converted for office use], 217sqm of flexible retail/financial/café/drinking establishment/take away uses (Class A1/A2/A3/A4/A5) at part ground floor level, and a 515sqm basement level for plant, refuse and cycle storage, and staff facilities. Matters addressed by this submission entail associated details in compliance with condition nos. 6, 9, 10, 14, 16-23, 27-28, 31-38, 45, 48-49, 51, 55-56, 60 and 64-67 of the outline planning permission for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area (Ref: 2004/2307/P granted subject to s106 agreement on 22 December 2006).</p>		
<p>Drawing Numbers: 212/PD/002 to 005 (inclusive); 212/PD/101; 212/PD/102; 212/PD/106 to 113 (incl); 212/PD/200 to 222 (incl); 212/PD/227 to 229 (incl); 212/PD/231 to 233 (incl); 212/PD/234; 212/PD/236 to 238 (incl); 212/PD/312 to 315 (incl).</p> <p>TOWN279.8(08)5201; 5202; 3201; 7201; 7202; 9101; 9102; 9103; 9201; 9202; 9203; 9204; 9401; 9402; 1004; 20227/004/SK95.</p> <p>Building Recording & Archaeological Specifications & Written Schemes of Investigation document (July 2012); Full Conservation Plan (July 2012); Landscape & Infrastructure drawing package (July 2012); Urban Design Report (July 2012); Compliance Report (July 2012); Environmental Sustainability Plan (July 2012); Access Statement (July 2012); Earthworks & Remediation Plan (July 2012).</p>		
<p>RECOMMENDATION SUMMARY: Approve Reserved Matters subject to conditions and approve the details of the Outline conditions</p>		
Related Application	Listed Building Consent	
Date of Application:	07/08/2012	
Application Number:	2012/4173/L	
<p>Proposal: Alterations and refurbishment works to the Southern Stanley Building to facilitate it's conversion into office floorspace (Class B1) in association with it being linked to a new 6 storey wrap building on Plot E1 of the Kings Cross Central masterplan site.</p>		

Drawing numbers: As above	
RECOMMENDATION SUMMARY: Grant conditional listed building consent subject to conditions	
Applicant:	Agent:
King's Cross Central General Partner Ltd c/o Agent	King's Cross Central General Partner Ltd 5 Albany Courtyard LONDON W1J 0HF

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GEA)
Existing		<i>Vacant site / building: NIL Use</i>	<i>890 m²</i>
Proposed		<i>B1 Offices</i>	<i>3,798 m²</i>
		<i>A1/2/3/4/5 Retail, food and drink uses</i>	<i>217 m²</i>
		<i>Ancillary storage at basement level</i>	<i>515 m²</i>
		<i>Total floorspace</i>	<i>4,530 m²</i>

Car Parking Details:		
	General	Disabled
Proposed	<i>0</i>	<i>1</i>
Cycle Parking Details:		
	Staff	Visitors
Proposed	<i>30</i>	<i>6</i>

OFFICERS' REPORT

Reason for Referral to Committee: This application is being referred under part (ii) details of the siting, design and external appearance of more than 1000sqm of non-residential floorspace of the King's Cross Delegation Agreement agreed by the Development Control Committee on 26 July 2007.

The application is a 'major development' as defined by the Department of Communities and Local Government. The application therefore needs to be determined within 13 weeks from the date of submission which expires on 6 November 2012.

EXECUTIVE SUMMARY

The implemented Outline permission for the Kings Cross Central masterplan area gained approval for matters relating to means of access, siting and landscaping. Although matters of detailed design and external appearance were both reserved for subsequent approval, the principles upon which the detailed development would come forward was well established within the Urban Design Statement, Revised

Development Specification and Parameter Plan documents that were approved under the Outline permission. These principles include subdivision of the masterplan site into a series of Development Zones (A-V) and sub-zone plots, fixing the type/quantum of land uses proposed within each Development Zone, and indicating building layouts, plot access points and scale parameters for the lower/upper limits for height, width and length of buildings within plots. This Reserved Matters application therefore is the final stage in a two stage planning application process for securing full permission for the development of plot E1. Accordingly, this report will consider:

- whether the proposed development is in full compliance with the Outline permission's s106 legal agreement, conditions, guidelines and parameters;
- whether the matters of detailed design and external appearance are in line with the general parameters agreed under the Outline permission's design guidelines and local policies;
- whether the details submitted for approval of the relevant Outline conditions comply with the requirements of those conditions and where appropriate current local policies;
- and finally, whether the development would preserve and enhance the setting and historic interest of the Grade II Listed Southern Stanley Building.

1. SITE

- 1.1 Plot E1 is a 775sqm trapezoidal site that sits between plot B1 to the north and the Grade II Listed German Gymnasium building to the south. Apart from the west elevation that fronts onto Pancras Road, plot E1 is to be bound by new pedestrian routes and public realm: Pancras Square to the east, Turnhalle Square to the southeast, Clarence Passage to the south and Stanley Passage to the north.
- 1.2 Plot E1 is currently occupied by the Grade II Listed Southern Stanley Building (hereinafter 'Stanley Building'), in the southwest corner. It is a 5 storey London stock brick building dating from 1865, and was originally one of five near identical blocks that provided self contained residential accommodation. The building was vacated in 2001 as part of the Chancel Tunnel Rail Link (CTRL) works, and is in a state of disrepair. The remaining plot E1 area, immediately north and east of the building, is currently used as a construction site associated with the excavation of the Zone B basement, which is underway.
- 1.3 The Outline consent for plot E1 allows for mixed development predominantly of shopping, food and drink and community uses at part ground level towards the east of the plot, with areas of office and business on the remaining part of the ground level and on all upper floors. No residential floorspace has been approved for this plot.
- 1.4 The plot forms part of the Kings Cross St Pancras Conservation Area. As well as accommodating the listed Stanley Building, the plot also sits in the wider context of a group of listed buildings including the German Gym, Great Northern Hotel and St Pancras Station all positioned to the south, and Kings Cross Station to the southeast. In terms of policy designation, a Planning Brief was adopted on 14 January 2004 and this informed the grant of Outline planning permission. Under Core Strategy policy CS1 the site forms part of the King's Cross Growth Area and

is also covered by saved UDP policy LU1 'Proposal Site 26' (the King's Cross Railway Lands). 'Site 1' within the Site Allocations Development Plan Document (submission stage) will soon supersede policy LU1.

2. THE PROPOSAL

- 2.1 The principles for the conversion and re-use of the Stanley Building, and the creation of a new 'wrap' building on the plot, have been already established in the Revised Annex E and Initial Conservation Plan documents (dated September 2005), alongside the other documents that were approved under the 2006 outline consent. The proposals are considered separately below.

Southern Stanley Building

- 2.2 Full refurbishment and conversion into office space. This will involve some external alterations including a new metal gate inserted into the portico, replacement of entrance doors, a new opening created on the northwest façade by lowering the cill of an existing window, new reinforced slab concrete roof, cleaning and re-pointing of brick work and a new skin of brickwork to the west façade. Internal alterations include the removal of some secondary walls and replacement of some floors.

New 'wrap' building

- 2.3 This would be 6 storeys plus basement level. Its footprint would adopt the shape of the plot by travelling along the full width of the plot's northern boundary with Stanley Passage, then travelling south along Pancras Square to the east, and then aligning with the Stanley Building's south elevation along Clarence Passage. Instead of joining the Stanley Building here, the new building line would return back into the plot to 'wrap' around the Stanley Building until it comes to Pancras Road, whereby its west elevation would align with the elevation of the new B1 building to the north. There would be a 3.3m width between the Stanley Building and the new wrap building along Clarence Passage, which allows for a covered atrium/lightwell space between the buildings that would extend the full height of the Stanley Building. This would be the main entrance to the development, whereby persons would enter from Clarence Passage into a large office reception area within the new building, and the Stanley Building would be accessed from a door leading from the atrium.
- 2.4 An access and lift core would be situated at the western end of the atrium. This would form part of the wrap building but also connect to the rear elevation of the Stanley Building to allow inclusive access between both buildings. The lift core would extend in height above the Stanley Building to allow inclusive access onto an outdoor terrace on the Stanley Building's roof.
- 2.5 In terms of uses within the buildings, a total of 3,798sqm of office space is proposed. In the new 'wrap' building this would be at part ground and on all upper floors with an open plan layout. All floors of the Stanley Building would be converted to office, however given that the internal walls have to be retained for heritage reasons; the rooms are much smaller and likely used for meeting purposes. As stated above, the offices will be accessed via a single entrance of Clarence Passage that will lead into an atrium between the buildings. An independent 217sqm unit for either retail, food and/or drink uses is proposed at

ground level in the eastern half of the wrap building. It would have a glazed active frontage to both Turnhalle and Pancras Square.

- 2.6 The wrap building also includes a 515sqm basement level to accommodate plant, waste/recycling store and staff shower/changing facilities. This E1 basement also includes a lift and stairwell at its most eastern corner that would link to the already approved Zone B shared basement below, where the cycle store (x30 spaces) and disabled parking bay is located.

Approval of details

- 2.7 In addition to the reserved matters, the application also considers the details required by the relevant conditions attached to the outline permission. The Compliance Report, accompanying the application, addresses all relevant conditions, and these are summarised below:

Condition number	Relevant matters / details required
3	Requirement to agree Reserved Matters
6	Reserved Matters submissions next to listed buildings – supporting details required
9	Reserved Matters Landscaping and Trees
10	Reserved Matters Landscaping Programme
14	Phasing of approvals
16	Reserved Matters submissions shall be accompanied by an urban design report
17	Reserved Matters submissions shall be accompanied by an environmental sustainability plan
18	Reserved Matters submissions shall be accompanied by an earthworks and remediation plan
19	Reserved Matters submissions shall be accompanied by an access statement
20	Reserved Matters submissions shall be accompanied by an illustrative build-out plan
21	Reserved Matters submissions shall be accompanied by a construction timetable
22	Reserved Matters submissions shall be accompanied by a servicing strategy
23	Reserved Matters submissions shall be accompanied by a highways plan
27	Details of floorspace figures, floorplans and layout of the uses
28	Details of refuse storage and collection
31	Development shall be carried out within the defined parameters
32	Development shall be carried out with regards to Retained Buildings and Structures
33	Limit of 713,090sqm floorspace for the entirety of the King's Cross Central site
34	Limit of 244,250sqm floorspace for development south of the

	canal
35	Uses permitted
36	Permitted Uses to be distributed between Development Zones
37	Limit of 51,500sqm basement floorspace south of the canal
38	Details of basement floorspace
45	Drainage infrastructure - Limit on peak discharge to existing combined sewers
48	Requirement for necessary pipework to connect to the district heating/combined heat and power systems
49	Maximum car parking standards
51	Cycle parking to be provided in accordance with 2006 UDP standards
55	Archaeological Programme of Building Recording and Analysis
56	Archaeological investigation and mitigation
60	Reserved matters submissions shall be accompanied by full particulars of the noise impact of any plant
64	Annual limit on spoil extraction
65	Annual limit on lorry movements associated with spoil extraction
66	Annual limit on lorry movements for importing infrastructure materials
67	Annual limit on lorry movements for importing construction materials

3. RELEVANT HISTORY

- 3.1 **2004/2307/P:** Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities. **GRANTED** 22/12/2006.
- 3.2 As the above description of development refers, the key document containing the outline proposals is the Main Site Revised Development Specification with Annexes A-E and accompanying Parameter Plans. This actually consists of four separate documents:

- The Revised Development Specification itself, incorporating Annex A – Supporting Infrastructure Works and Facilities; Annex B –Floorspace Schedule for Development Zones; Annex C –Specification for Access and Circulation Routes; Annex F –Summary of Scheme Revisions and Refinements.
- Revised Annex D –Landscape Proposals Plans (bound separately)
- Annex E –Specification of Works to Retained Historic Buildings and Structures (bound separately)
- Revised Parameter Plans (bound separately)

3.3 The outline permission was subject to a total of 68 conditions covering reserved matters and other details and an accompanying S106 agreement securing 40 heads of terms. Three of these conditions have already been discharged in their entirety: condition 2 (submission of first reserved matters within 5 years) discharged by the Eastern Goods Yard proposals, application ref 2007/5228/P; 59 (baseline noise monitoring) discharged site-wide by LBC letter 12/06/07; and 68 (survey for unexploded WW2 bombs) also discharged by LBC letter 12/06/07.

3.4 In accompaniment to the Outline Planning Permission, were various heritage consents (4 listed building consents and 4 conservation area consents). The following are relevant to Plot E1.

2004/2313/L: Demolition of the Stanley Building North (Flat numbers 11 to 20). **GRANTED** 22/12/2006.

3.5 Since Outline Planning Permission was granted, applications have been made for approval of reserved matters and details pursuant to conditions involving built accommodation on the Eastern Goods Yard site, on Development Zone J and sub-zones R2, T1, R4, R5 North, B1, B2, B3, B4, B6 and the Great Northern Hotel. In addition, full planning permission has been granted for student housing on Plot T6. A application for Regeneration House is currently under consideration.

Approvals for Development Zone B (being closest to Plot E1)

3.6 **Infrastructure works south of canal - 2008/3731/P:** Submission of partial Reserved Matters of Access and Landscaping and details of enabling works entailing various infrastructure relating to the southern part of the Kings Cross Central site between the Regents Canal, York Way, Kings Cross Station and Pancras Way; to include the realignment of Goods Way, reconstruction of part of the Regents Canal Southern Walls and provision of visitor moorings, partial details of Canal Square and full details of Boulevard. **GRANTED** 31/10/2008.

3.7 **B2 – 2010/0864/P:** Submission of reserved matters associated with the erection of a nine storey building (basement and public realm dealt with under separate applications) for use as offices (Class B1) on upper floors, shopping/food and drink uses (Classes A1-A5) and new entrance to underground at ground floor level. **GRANTED** 30/04/2010.

3.8 **B4 - 2010/0870/P:** Submission of reserved matters associated with the erection of an 10 storey building (basement and public realm dealt with under separate

applications) for use as offices (Class B1) on upper floors and shopping/food and drink uses (Classes A1-A5) at ground floor level. **GRANTED** 30/04/2010.

- 3.9 **B6 - 2010/0389/P:** Submission of reserved matters associated with the erection of a 11 storey building (basement and public realm dealt with under separate applications) for use as offices (Class B1) on upper floors and shopping/food and drink uses (Classes A1-A5) at ground floor level. **GRANTED** 30/04/2010.
- 3.10 **Zone B Public Realm - 2010/0872/P:** Submission of reserved matters associated with the public realm within Development Zone B namely Turnhalle Square, Pancras Square and Canal Square and associated secondary routes connecting to the Boulevard, Goods Way and Pancras Road. **GRANTED** 30/04/2010.
- 3.11 **Zone B Basement - 2010/0862/P:** Submission of reserved matters associated with the creation of basement service areas for buildings B2, B4 and B6 and related vehicular service route and entrance/exit ramp off Pancras Road. **GRANTED** 30/04/2010.
- 3.12 **B3 - 2011/4090/P:** Submission of Reserved Matters relating to Development Zone B3 for the erection of a 13 storey building plus basement comprising 2,772sqm of public leisure centre facilities (Class D2) at basement and lower ground floor, 2,066sqm of public library and access centre (Class D1/B1) at upper ground and first floor, 15,182sqm of office floorspace (Class B1) at second to eleventh floors, associated areas of plant, refuse storage, cycle storage, disabled car parking and servicing at basement level, with associated areas of public realm landscaping. **GRANTED** 4/11/2011.
- 3.13 **B1 - 2011/4713/P:** Submission of Reserved Matters relating to Development Zone B (Plot B1) for the erection of a part 9/12/13 storey building, plus basement and basement mezzanine levels, comprising 41,035sqm of office floorspace (Class B1) at part lower ground, part upper ground and on first to eleventh floors, 1,000sqm of flexible retail/financial/café/drinking establishment/take away uses (Class A1/A2/A3/A4/A5) at part lower ground and upper ground levels, plant/storage areas and car parking at basement level, Metropolitan Police Office and staff cycle storage at mezzanine basement level, a public bicycle storage facility at part lower ground level with associated roof plant at part tenth and eleventh floors. **GRANTED** 25/11/2011.
- 3.14 **Zone B Basement - 2011/4743/P:** Reserved matters associated with basement service areas for buildings B2, B4 and B6 and related vehicular service route, entrance/exit ramp off Pancras Road and central island area within Development Zone B. **GRANTED** 25/11/2011.
- 3.15 **Zone B Public Realm - 2011/5434/P:** Amendments to landscaping of Pancras Square and secondary streets between E1/B1, B5/B6 and B2/B4 to reserved matters associated with the public realm within Development Zone B namely Turnhalle Square, Pancras Square and Canal Square and associated secondary routes connecting to the Boulevard, Goods Way and Pancras Road. **GRANTED** 13/01/2012.

4. **CONSULTATIONS**

Statutory Consultees

English Heritage (Archaeological Service)

- 4.1 No objection subject to inclusion of an informative to secure clinker concrete recording.

English Heritage

- 4.2 No objection, determine in line with Council policy.

London Borough of Islington

- 4.3 No reply to date.

Thames Water

- 4.4 No objection.

Environment Agency

- 4.5 No reply to date.

Metropolitan Police Crime Prevention Design Advisor

- 4.6 No objection, they were consulted during the course of development of the scheme.

Primary Care Trust

- 4.7 No response.

London Underground Limited

- 4.8 No objection.

Transport for London (Borough Planning)

- 4.9 No objection.

Network Rail

- 4.10 No reply to date.

Non- Statutory Consultees

Kings Cross Conservation Area Advisory Committee

- 4.11 Generally supportive, but make the following comments:
- The revised application is welcomed insofar as the views of KXCAAC and other bodies have been taken into consideration in devising the new scheme.
 - However, the new proposal does not go far enough in making the Stanley Building a distinct entity, revealing and retaining many interesting features. A preferable outcome would be achieved if the Building stood further forward from the proposed building i.e. move the building line back, the applicant having had the courage to depart from the original proposal. Members of the Development Control Committee are requested to consider making this small variation.
 - The new flank wall on Pancras Road it is suggested should include replicated chimney breasts, but not stacks, of the original wall which it stands in front of.
 - The new-found enthusiasm for greening the site, so long as it is vertical, is welcome in as far as it goes. Rather than covering the Pancras Road wall with

thick vegetation it would be better to plant with vegetation to allow the features of the wall to be visible through the vegetation. For the sake of clarity, a green wall consisting of plastic sheeting with pockets for plants should not be allowed. How about a Virginia Creeper?

Local Groups

Kings Cross Development Forum

- 4.12 No reply to date, however a Design & Access Panel meeting was held on 23 March 2012, at which members of the Forum were present and made comments.

London Travel Watch

- 4.13 No reply to date.

The Regent's Network

- 4.14 Generally supportive, as the design and appearance of the building wrapped around the heritage Stanley Building is appropriate and largely sympathises with the heritage building. It is a great improvement on the treatment that was suggested in the outline planning proposal, where the Stanley Building was not treated with respect and proficiency. However, concern remain on the following:
- The new building has a very prominent glass corner (where the new western core is accommodated) which partly obscures the back of the Stanley building and is a feature that conflicts with the importance of the heritage brickwork. It could satisfactorily be set back so that it results in a square corner rather than a prominent point. That would be an advantage to the heritage building.
 - The setting back of this competing feature could be carried out in a manner that resolves a very unsatisfactory internal space around the staircase. Such a narrow tight internal corner is not a practical layout for a number of reasons. A square corner would be a more acceptable design solution.
 - The inset open space created between the sharp glass corner and the Stanley building is at serious risk of becoming a problem regarding safety and crime issues. The setting back of the pointed glass feature would result in the space being opened up and much more visible.
 - The current 'fad' for recessed lighting in pavements is much over used, and in this development it is not acceptable to light up the heritage brickwork in that manner. It is most inappropriate.
 - To subject this brickwork to transformation into a trendy green wall would be most unappealing and lacking in charm, and would negate the whole point of the care and restoration of the Stanley building. It might be satisfactory to have a certain amount of ivy or climbing plants, and it should be limited and restrained. But it is important that the brickwork is not obscured, and the visual effect (and pattern) of the bricks is not disrupted.
 - The new flank wall on the Pancras Road elevation is constructed with the right materials; however its detailing is disappointingly represented in the planning application drawings as a flat uneventful facade.
 - It is very disappointing that the facade of the new building in Clarence Passage competes with the wonderful frontage of the Stanley building. The building line of the new development should be set back a certain amount.
 - The Stanley Passage elevation, with a huge spread of flat brickwork is very discouraging. The use of brick allows great possibilities for well designed features

or subtle modelling, rather than a relentless block of bricks which might just as well be solid concrete.

Adjoining Occupiers and Others

- 4.15 There are no immediately adjoining occupiers to the site. Site notices were displayed from 17/08/12 to 16/08/12, and an advert was placed in the local press on 17/08/12. **No responses were received.**

5. POLICIES

5.1 LDF Core Strategy (CS) and Development Policies (DP) 2010

CS1 – Distribution of growth

CS2 – Growth areas

CS5 – Managing the impact of growth and development

CS7 – Promoting Camden's centres and shops

CS8 – Promoting a successful and inclusive Camden economy

CS9 – Achieving a successful Central London

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through promoting higher environmental standards

CS14 – Promoting high quality places and conserving our heritage

CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity

CS16 – Improving Camden's health and well-being

CS17 – Making Camden a safer place

CS18 – Dealing with our waste and encouraging recycling

CS19 – Delivering and monitoring the Core Strategy

DP1 – Mixed use development

DP10 – Helping and promoting small and independent shops

DP12 – Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses

DP13 – Employment premises and sites

DP16 – The transport implications of development

DP17 – Walking, cycling and public transport

DP18 – Parking standards and limiting the availability of car parking

DP19 – Managing the impact of parking

DP20 – Movement of goods and materials

DP21 – Development connecting to the highway network

DP22 – Promoting sustainable design and construction

DP23 – Water

DP24 – Securing high quality design

DP25 – Conserving Camden's heritage

DP26 – Managing the impact of development on occupiers and neighbours

DP27 – Basements and lightwells

DP28 – Noise and Vibration

DP29 – Improving access

DP30 – Shopfronts

DP31 – Provisions of, and improvement to, open space and outdoor sport and recreation facilities

DP32 – Air quality and Camden's Clear Zone

5.2 **Supplementary Planning Policies**

Camden Planning Guidance 2011 - numbers 1, 3, 4, 5, 6 and 7

Kings Cross Conservation Area Statement 2003

National Planning Policy Framework 2012

The London Plan 2011

6. **ASSESSMENT**

6.1 The executive summary paragraph, at the outset of this report, explains how this Reserved Matters application must be assessed.

6.2 The principal considerations material to the determination of this application are summarised as follows: Relevant paragraph numbers are *italics*.

- **Land use and development context** (compliance with the parameters/guidelines and development specifications defined by the Outline permission); **6.3**
- **Urban Design and heritage assets** (external appearance, materials and layout) **6.22**
- **Quality of internal accommodation** **6.30**
- **Inclusive Design** (access, security and pedestrian movement) **6.33**
- **Climate change and biodiversity** (including sustainability/energy, water, construction material recycling) **6.43**
- **Servicing and refuse management** **6.55**
- **Transport** (including spoil and lorry movements, cycle and car parking) **6.58**
- **Noise mitigation** **6.71**
- **Archaeology** **6.72**
- **Earthworks and remediation** **6.74**

Land use and development context

6.3 This section considers compliance with the parameters and related Outline conditions insofar as they are relevant to Development Zone E and the wider southern section of the King's Cross Central site. The applicant has provided a detailed commentary addressing each relevant outline condition in the form of a 'Compliance Report' accompanying the submission, which has aided the assessment of the primary facets of the Plot E1 development as set out below.

6.4 Conditions 31-36 of the outline planning permission set a requirement for subsequent reserved matters applications to comply with the various parameters set out as a series of drawings and tables included as annexes to the 'Outline Planning Revised Development Specification' document. These set the context for a whole range of issues including appropriate land use(s), floorspace, landscape issues, access and circulation, heights and levels. The E1 reserved matters

proposals have been prepared with reference to the relevant parameters as prescribed by conditions 31-36. In respect of condition 31, only parts (b) and (d)-(m), are relevant to these reserved matters applications.

Development Zone boundaries and development types allowed

- 6.5 Condition 31 (b) states that development should accord with parameter plan KXC005 Rev. T, which shows the boundaries of the development zones and limits of deviation (L.O.D) from those boundaries. The parameter plan permits the northern, eastern and part western boundaries of plot E1 a +/- 1 metre range. The proposed building sits comfortably in the prescribed ranges. Furthermore, the mix of uses proposed respects the table 2 summary description of Development Zone E, which envisages that the principal land uses for this zone would be B1 offices on the upper floors with flexible A1-A5 use classes predominant at ground floor/street level.

Principal Access and Circulation Routes

- 6.6 Condition 31 (d) states that development should accord with parameter plan KX007 Rev S, which shows the principal access and circulation routes. The plan illustrates plot E1 to be surrounded by Principal Public Realm Areas only, this includes the already approved Stanley Passage that runs between plot E1 and B1 to the north. Revised landscaping details for this passage are submitted for approval alongside the E1 development to take account of now known internal floor levels and entrance positions at street level. Landscaping shall be discussed under paragraph 6.41 of this report, however, under this submission there are no proposed changes to the positioning or use of the already approved public realm areas, and they therefore remain condition 31 (d) compliant.

Upper and Ground Floor Land Uses

- 6.7 Condition 31(e) and (f) state that development proposals should comply with parameter plans KXC008 Rev. R and KXC009 Rev. P, which show the 'predominant' uses permitted at upper and ground floor level along street frontages respectively. The proposed mix of retail, food and drink uses at ground level, fronting onto Pancras Square and Turnhalle Square, and office use on all upper floors complies with the terms of the condition.

Development massing and maximum building height above finished site levels

- 6.8 Condition 31 (g)-(i) state that development proposals should comply with parameter plans KXC012 Rev T, KXC013 Rev L and KXC014 Rev W which indicate finished site levels, development massing and maximum building heights respectively. The submitted Site Levels plan confirms the development is in accordance within the limits of deviation prescribed by the parameter plan.
- 6.9 The massing plan specifies that no more than 0% of the total floorspace for Development Zone E may be constructed 31m or more above finished ground levels. The building's height is 24.95m and therefore comfortably below the 31m limit in compliance with condition 31 (h). The maximum building height for the wrap is +42.5m AOD, which complied with the +42.5m AOD specified on the parameter plan. Accordingly, 31 (i) is complied with.

Strategic View Corridors

- 6.10 Condition 31 (j) states that development height should accord with the constraints of the Parliament Hill strategic view towards St Paul's Cathedral, as illustrated on parameter plan KX015 Rev. S. Zone E sits just outside the corridor as shown on the parameter plan, and continues to do so under the recently revised London View Management Framework (adopted March 2012).

Basement zones

- 6.11 Condition 31 (k) refers to parameter plan KX016 Rev. O, which confirms the acceptability of providing a basement below the new build wrap extension only, with no basement permitted under the listed Stanley Building. Accordingly, 31 (k) is complied with.

Servicing arrangements

- 6.12 Condition 31 (l) states that development proposals should comply with parameter plan KXC017 Rev T, which indicates where frontages with direct car park or service yard entrances or direct service access are permitted. No such frontages are proposed to building E1 in compliance with the plan. All E1 servicing will occur at basement level, the basement for E1 leads to the shared basement approved under zone B and would be accessed off Pancras Road via building B1. The proposals comply with the requirements of condition 31 (l).

Utilities strategy

- 6.13 A utilities plan has been submitted as part of the Landscape Drawing Package, which illustrates the routing of utilities around and to/from building E1 in accordance with Parameter Plan KX018 Rev. M. The proposals comply with the requirements of condition 31 (m).

Floorspace permitted

- 6.14 Condition 33 sets the maximum limit on development floorspace site-wide. Condition 34 then divides that floorspace setting maximum limits north and south of the canal. Condition 35 sets out the permitted range of uses and refers to Table 1 of the revised development specification document which sets floorspace limits for each use north and south of the canal. Condition 36 then distributes those use limits across the individual development zones.
- 6.15 The total proposed floorspace uses, submitted to date, falls comfortably within the maximum limits for Development Zone E and the area south of the Regents Canal. The following table demonstrates that the floorspace totals remain within the maximum thresholds set by Table 1 and Annex B of the outline permission.

Development Zone and sub-plots	Total m ² *	Comparison of Use Class totals to date with the outline's maximum permitted allowances m ²				
		Hotel	Class B1	Class A1-A5	Class D1	Class D2
B1 approved	43,097	0	41,035	1,000	0	0
B3 approved	20,020	0	15,182	0	2,066	2,772
B2 approved	7,098	0	5,720	301	0	0
B4 approved	16,824	0	13,670	1,085	0	0
B6 approved	20,853	0	17,559	1,333	0	0
<i>Development Zone B total approved</i>	<i>107,892</i>	<i>0</i>	<i>93,166</i>	<i>3,719</i>	<i>2,066</i>	<i>2,772</i>
Great Northern Hotel approved	4,548	4,515	0	33	0	0
Zone D/E allowance	6,100	0	4,050	1,150	2,450	705
E1 (proposed)	4,015	0	3,798	217	0	0
<i>South of canal Total to date</i>	<i>116,455</i>	<i>4,515</i>	<i>96,964</i>	<i>3,969</i>	<i>2,066</i>	<i>2,722</i>
South of canal allowance	244,250	32,625	221,510	15,060	3,950	4,455
<i>Site total to date</i>	<i>307,767**</i>	<i>4,515</i>	<i>148,097</i>	<i>19,580</i>	<i>46,928</i>	<i>3,778</i>
Site total allowance	713,090	47,225	455,510	45,925	71,830	28,730

* The 'total' floorspace include shared circulation figures, whereas the 'use class totals to date' figures do not.

** This includes the 191,312sqm 'north of canal' total floorspace approved to date.

- 6.16 The table demonstrates that the cumulative floorspace of the reserved matters applications approved to date, plus the current proposal for plot E1, are comfortably within the floorspace limits for the area south of the canal (47.6% approved) and the site wide total (about 43.1% approved), and therefore compliant with conditions 33 and 34. With regard to condition 35 (Uses permitted) and 36 (floorspace in Development Zones), the total amount of floorspace permitted for each specific use class south of the canal, including that for E1, would not exceed the maximum limits.
- 6.17 Condition 27 requires the submission of floorspace figures and floorplans illustrating layout and uses, including servicing, access and parking. The applicant has satisfactorily provided these details. This reserved matters application has demonstrated that the proposal for plot E1 is fully compliant with the agreed parameters set by the outline planning permission.

Urban Design

- 6.18 The form and appearance of new development, its layout and relationship to its surroundings are important considerations for planning proposals in Camden.

Pursuant to Core Strategy policy CS14 and Development Policies DP24 and DP25 all new development should be of the highest standard of design, respect local context and character, and preserve and enhance Camden's heritage assets.

- 6.19 The general form, massing, height and layout of the plot E1 'wrap extension' development was agreed under the outline permission, with only matters of appearance and detailed design reserved for further consideration. In accordance with outline condition 16, this reserved matters application is accompanied by an urban design report which explains the approach to design and how it responds to the urban design guidelines. The guidelines do not form part of the outline's approved documents, but the Council must have regard to these since they were used to inform evolution of the original masterplan and the subsequent consideration of detailed reserved matters applications. The works of alteration to listed buildings are controlled by condition 32. As such, the current proposal is the result of an iterative design process that took place between officers and the applicant during a comprehensive pre-application process, which included presentation to the King's Cross Design and Access panel (23/03/12), with the urban design guidelines at the heart of those discussions.

Site context

- 6.20 The Southern Stanley Building is the last survivor of five such buildings dating from 1864-65 for the Improved Industrial Dwellings Company. They were built to provide artisan housing in self contained units. Careful attention was given to natural ventilation and lighting with each room having an opening window with the overall layout providing a passive flow of air. It has lain empty since 2001 and is included on English Heritage's 'Heritage at Risk Register' and is noted as being in a poor condition. It is grade II listed and sits within the Kings Cross Conservation Area. The surrounding context is currently dominated by the modern extension attached to the grade I listed St Pancras Station on the opposite side of Pancras Road, and the grade II listed German Gymnasium to the south. Immediate context to the north and east consists of a development site currently being excavated to accommodate the emerging zone B buildings. The developments approved, but not constructed, include plots B1, B2, B3, B4 and B6.

New office building or 'Stanley wrap extension'

- 6.21 On its own, it would have been difficult to convert the listed Stanley Building into modern office space without significant internal alterations to the floor plan and the inclusion of services. Such alterations would have severely harmed the building's heritage value. The proposed addition of the wrap extension, however, overcomes this constraint by providing open plan offices within the new build and smaller office space/meeting rooms within the Stanley Building. An atrium space would be provided between the two buildings which provides an appropriate "buffer" between the old and new. The atrium also serves an important purpose in accommodating the lifts and services for Stanley Building, thereby achieving inclusive access and the comfort requirements for modern office spaces within a listed building, whilst simultaneously preserving its heritage features. This is a welcome and innovative approach to the site.
- 6.22 The atrium space will contain a large reception area and act as the main entrance to the development, and will be accessed via Clarence Passage. This entrance will

consist of full height glazing to ensure that the northeast elevation of the Stanley Building will remain exposed particularly in views from Turnhalle Square which is to be a significant and busy area of public open space. On the western side the atrium, the gap between the wrap extension and the Stanley Building is bridged by full height structure. This honestly reflects its function as a stair/lift enclosure which serves both the new building and the Stanley Building. Although this element of the design is more solid, the glazed corner section creates a lightweight junction between the two to help bridge the two scales of development. It is important to note, that historically, the southwest elevation of the Stanley Building to which the lift core reads, was an unexposed party wall. It was the south-eastern façade that has always been the exposed 'front' of the building, and would continue to be so through the atrium's positioning and design.

- 6.23 On the wrap extensions most visible elevations (southeast and western) a lightweight glazed design has been chosen, which will respectfully allow the Stanley Building's more solid brick appearance to remain prominent. Due to the height and bulk of the extension, a more "solid" design on these elevations would have harmfully overpowered the smaller Stanley Building. A sense of depth and interest is also introduced through the addition of coloured vertical aluminium fins which also have a functional role in providing solar shading.
- 6.24 The lightweight appearance of these elevations, coupled with the large atrium and fully glazed entrance that continues to expose the Stanley Building, sufficiently allows the Stanley Building to remain visually prominent and clearly the most significant facet of the overall development. As such the footprint distance and building lines of the new wrap are considered appropriate, and do not require adjustment. Important to repeat here, is that the footprint and building line being presented is in full compliance with the parameters already approved under the outline permission.
- 6.25 In contrast the wrap's concaved southern elevation (facing onto the atrium) is constructed from a grey brick with staggered, punched window openings. Whilst on true elevation drawings this façade would appear quite prominent, in reality the concaved nature of the elevation coupled with German Gymnasium screening the majority of this facade in views from Pancras Road, would result in an elevation that is not overbearing. A deliberately contrasting grey brick has been chosen for this elevation so as to not appear to be mimicking or diluting the appearance of the Stanley Building. Visual interest and texture are also added to the facade through the use of multi tonal brickwork and deeply recessed window reveals. The success of this design will very much depend on the finer detailing of materials and construction, therefore a sample panel of this will be required by condition.
- 6.26 The northwest elevation, onto Stanley Passage, follows a similar approach in design terms using a grey brick cladding with staggered and punched window openings. This facade is plainer in appearance which reflects the internal uses behind (lift/stair cores and service risers) and is appropriately considered as back of house. It is not readily visible from important views, particularly with the much taller B1 building to be sited just opposite. The same is true for the pedestrianised Stanley Passage, which will principally become an access route for the B1 Cycle Store, whereas the natural desire line from the eastern entrance of St Pancras

Station to Turnhalle Square and Pancras Square will be along Clarence Passage. As such, all elevations of the new wrap have been sensitively designed with regard to their particular context.

- 6.27 Plant is to be located on the rooftop of the wrap. This will be screened by the facades of the building which are extended upwards to create a parapet. Such an approach ensures that the plant for the buildings is concealed in an integrated manner into the design of the building which is preferable to visible and incongruous plant rooms.

Southern Stanley Building refurbishments

Internal

- 6.28 Each floor level is divided into two halves accessed off the existing front walkways. However, with the building now being accessed from the rear elevation, off the atrium, a new corridor is required to connect each half of the building to make the internal office space more usable. The corridor is located in the rear part of the building (where the majority of the service risers will also be) which leaves the front part of the interior largely untouched by alterations. The cellular character of each floor level will be maintained by the proposals and important features such as the fireplaces remain unaltered. Although some harm is caused to the interior this has to be weighed up against the positive benefits of bringing a 'Building at Risk' back into its optimal viable use. Accordingly, the alterations would preserve and enhance the heritage value of the building in compliance with condition 32.

Clinker aggregate concrete floors

- 6.29 Several floor structures within the building and the flat roof are constructed from clinker aggregate concrete, which is one of the earliest forms of reinforced concrete found in the country. It is therefore considered to be of evidential and technological significance. However, this material is now considered to be deleterious (it is a dangerous combustible material and is now no longer used in construction), and has a brittle nature it is likely to be irreversibly damaged by movements during construction work. Consequently, current Building Control Regulations would not permit the re-occupation of the building with this material present.
- 6.30 Given these circumstances, there is no other option then to remove and replace the clinker concrete floors and roof. It is proposed that new timber floors would be installed which would positively re-use the salvaged floorboards from the demolished North Stanley Building which at least ensures that historic fabric from the same period is re-used. The submitted 'Building Recording & Archaeological Specifications and Written Scheme of Investigation' document covers the recording of features and fabric removed from the building which will be submitted as a document once works are complete. For avoidance of doubt an informative should be attached specifying that this shall include the clinker aggregate floor structure removed from the building. English Heritage support the removal of the clinker concrete with this informative attached.

Salvage

- 6.31 Windows, fireplaces and floorboards from the demolished North Stanley Building are to be re-used in this building where they are either missing or to replace non

original features. This is in compliance with the refurbishment of listed building parameters as outlined under condition 32 of the outline consent.

South West elevation (Pancras Road)

- 6.32 The currently exposed south west elevation is to be clad in bricks which still stop short of the chimney stacks. This would be covered with a climbing plant to soften the impact of what would otherwise be an unrelieved facade. It has been suggested that the existing chimney breasts should be replicated on this new wall, However, given that these would sit well forward of the roof top stack they would not appear convincing replicas of the existing and would be likely to harm the integrity of the building's refurbishment. Moreover, the building of replica chimney stacks was a not a refurbishment parameter that was agreed under the outline permission.

Facade refurbishment

- 6.33 The unsympathetic non original grilles and gates are to be removed from the ground floor of the southeast elevation, which will allow the ground floor to be used a secondary staff entrance to the Stanley Building. Doors will be added to each level off the walkways to enclose the corridor space which would otherwise be exposed to the elements. Secondary glazing is proposed to the windows which allows for their retention whilst improving the thermal efficiency of the building. Externally this should not affect the appearance of the building whilst internally the window reveals are simple with no shutters or panelling.
- 6.34 In summary, the architectural language and choice of materials of the new wrap extension will successfully preserve and enhance the setting of the listed Stanley Building. Furthermore, the sensitive refurbishment and reuse of a vacant listed building 'at risk' is timely and welcomed. Overall this is considered to be a high quality development, which has been thoughtfully designed and is true to both the parameters set by the outline permission and current design policies. Appropriate design conditions are attached to secure the submission details of the external finishes of the buildings, including samples.

Quality of internal accommodation

- 6.35 The office space within the new wrap extension, located on all floors from first upwards, is designed to be robust and efficient. This is achieved by locating the main service core (containing two lifts, service risers, escape stairs and toilets) along the rear (northern) inside wall. This core positioning results in the clearest possible internal floorplate areas to maximise flexibility during fit out, and creates a layout that will be highly adaptable throughout the building's life. The atrium, separating the extension and the retained Stanley Building, will maximise daylight penetration and a sense of openness to create a positive and healthy working environment. Generous floor to ceiling heights of around 3m will also ensure a flexible and comfortable environment.
- 6.36 With regards to the retained and refurbished Stanley Building, the listed structure prevents the significant alteration of internal layouts. However, all the rooms will be well lit and ventilated by original window openings and lend themselves perfectly to meeting, seminar or training rooms for smaller groups. The building's flat roof area

will also become a terrace, which will cater for the outdoor amenity needs of future employees within the overall development.

Inclusive Design

- 6.37 Condition 19 states that all relevant reserved matters applications should be accompanied by an access statement. The statement should address the relevant design principles as set out in the site wide access and inclusivity strategy which was submitted as a supporting document to the outline permission. Section V of S106 legal agreement also deals with access and inclusivity. It requires the applicant to involve an 'inclusive design champion' in the preparation of the detailed design of buildings and requires them to consult the King's Cross Access Forum on proposals.
- 6.38 The design has positively evolved with the input of the Access Forum and management of an Access Consultant. As such inclusive design has been conceived from the very outset and this will produce a building that will attain a very high standard of inclusive design. For example, the northern core within the wrap extension would contain 2 passenger lifts that run from reception level to all upper floors, one of which also extends to basement level and acts as a fire evacuation lift. A western core would also be created adjacent to the Stanley Building and contain one passenger lift serving all its four levels and the roof terrace. The floor to ceiling heights of the new wrap extension is 700mm higher than the Stanley Building. This presented a design challenge in achieving level access between the both buildings; however a level access would occur at the Stanley Building's ground and second floor level to ensure acceptable transfer of less ambulant persons between the buildings. A large platform lift would link the E1 basement with the Zone B shared basement, to allow inclusive access for persons arriving by car who are wheelchair users. In total, 4 lifts will be provided to ensure a fully inclusive development whereby the listed building appropriately links with the new extension.
- 6.39 All new stairwells will be clearly articulated for persons with ambulant and visual disabilities, all publically accessible doors will have a minimum clear opening width of 850mm (1000mm for entrances), public area floor finishes will contrast with walls and provide slip resistance, and areas of refuge will be provided at all levels with a management procedure to be secured by the building operator in the event of emergency.
- 6.40 Both buildings would have a wheelchair accessible toilet on each floor, as would the independent ground floor commercial unit that would also include baby changing facilities. The E1 basement would also incorporate four units of accessible shower and changing facilities. The combination of access measures and facilities referred to above will create an internal environment of an exemplary standard with regard to inclusive design.
- 6.41 The public realm of Stanley Passage is put forward for revision under this application, so that it would be a series of gentle ramps (no more than 1:21) with landings to allow level access to the Bicycle Storage Facility within building B1 and the wrap's fire exit. The works comply with the requirements of condition 9 that related to landscaping. In terms of the main entrance to E1, this would be centrally

located onto Clarence Passage and enjoy a level access via a 1:21 slope leading straight to the main reception area. The independent commercial unit would have level access with the public realm. No revolving doors are proposed.

Crime prevention

- 6.42 Section I of the s106 legal agreement secures an estate wide public safety and CCTV strategy to deal with issues of security and community safety across the site. It is considered that the natural surveillance offered by the office, food, drink and retail uses at ground and upper ground levels, together with the CCTV and regular patrols secured under the S106 agreement, will proactively discourage opportunities for crime and would present a safe environment.
- 6.43 An objection has been raised with regard to the recessed space at the Stanley Building's rear along Pancras Road. Firstly, in urban design terms this break is necessary so that the listed building is appropriately detached from the new wrap extension, so that it remains prominent in key view along Pancras Road. Notwithstanding this, the actual space would be actively overlooked the glazed stair core and office windows serving the refurbished Stanley Building, so it would not be a 'dead space'. Moreover, it would be sited directly opposite a very busy taxi rank and the entrance of the St Pancras International Station, so the possibility of the space creating a potential for crime is significantly limited. The Metropolitan Police Crime Prevention Design Advisor raised no concern about the recess.

Climate change and biodiversity

- 6.44 Section X of the S106 legal agreement attached to the outline permission seeks to ensure that development is designed to not prejudice the prospect of the entire development achieving a 60% reduction in carbon emissions from the year 2000 levels, identified in the Energy Assessment, by 2050. In accordance with outline condition 17, an Environmental Sustainability Plan has been submitted, to demonstrate how parts (a)-(f) of this condition have been met. These parts will be considered in turn below.
- 6.45 Part (a) relates to how innovative design achieves energy efficiency and the first step of the Mayor of London's energy hierarchy to be 'lean' on energy usage. Proposed measures include:
- enhanced building performance through use of best practise U-values in the external envelope of the wrap extension,
 - insulation improvements to Stanley building through replacement roof and western flank wall and blocking up chimneys,
 - passive solar design measures such as installation projecting vertical fins on southeast and northeast elevations, and horizontal canopies at ground floor level to prevent overheating of internal spaces,
 - inclusion of a large atrium space between Stanley building and wrap extension to maximise light penetration and natural ventilation,
 - openable windows to all office areas for passive cooling,
 - using integral heat recovery from mechanical ventilation, and
 - installation of intelligent lighting system that includes movement detectors to monitor occupancy and switch off the lights when areas are vacant for sustained

length of time and automatic dimming that monitors and responds to the natural daylight availability.

- 6.46 Part (b), and the s106 agreement, seek a reduction in carbon emissions of at least 5% beyond the requirements of the Building Regulations prevailing at the time of the reserved matters submission. Based on the efficiency measures proposed under condition 17 (a), carbon emissions reductions will be 6.5% beyond the requirements of Part L of the prevailing Building Regulations 2010 for the new build wrap, which exceeds the requirements of the outline. The maximum potential of carbon reduction are also achieved for the retained listed building.
- 6.47 Part (c) requires specification of the green and/or brown roofs required under related condition 46. Zone E is not identified as priority area for living roofs in the masterplan site and therefore this is not a requirement under the outline parameters.
- 6.48 Part (d) seeks explanation of how 'clean' energy shall be supplied to the building. This part is linked to condition 48 whereby certain buildings are required to incorporate the necessary pipe work to connect to the site wide energy network. Plot E1 is not required, but nonetheless pipes will be installed to connect to the site wide district heating system including the combined heat and power (CHP) energy centre in T1 which has already been approved (2009/0415/P). The heat supplied by the energy centre will provide heating and hot water to E1. The energy centre will also generate electrical power which will off-set the building's demand. Taking into account passive design and energy efficiency measures and the contribution made by the building's connection to the low carbon district energy system, for the development as a whole there would be a reduction in carbon emissions by 18% compared to Building Regulations Part L. Taken in isolation, the new wrap building would achieve 25.2%.
- 6.49 Condition 17 (d) also seeks that energy, supplied through the district heating system, is supplemented by use of biofuel boilers, only where this is cost-effective and a reliable supply chain for the biofuel has been identified. Since the outline approval, further studies confirm that biomass boilers do not represent a cost-effective or practical solution, and are therefore not supported.
- 6.50 With regard to being 'green', through incorporating renewable technologies, E1 was not identified in the Energy Assessment, approved under the outline, as a practical or viable priority location for any renewable technology (save biofuel), therefore there is no requirement to include them as part of this reserved matters application. Nonetheless, a 52.5sqm zone for photovoltaics (PVs) has been identified on the wrap extension's roof that would provide an additional carbon reduction of 3.5%. The tenant would have the option of installing the PVs.
- 6.51 Part (e) of condition 17 requires the commercial space to reach BREEAM levels of 'very good' or better. The E1 building is targeting a BREEAM offices 2008 pre-assessment rating of 'excellent' (73.7%), which exceeds the requirements of the outline permission and therefore is welcomed.

- 6.52 Part (f) being the final requirement of condition 17, seeks inclusion of ecological features such as bird boxes and bat roosts on the building. Bird boxes are to be incorporated into the design of the new wrap building to provide nesting habitats and shelter. Furthermore, the western gable of the Stanley Building, facing Pancras Road, will be planted with climbers so it becomes a 'living wall'. This will provide further habitat for insects to attract bat and bird feeding. The provision of these facilities is welcomed particularly given the site's close proximity to the Camley Street Natural Park located just north of Goods Way. In accordance with the recommendations in the Environmental Sustainability Plan a condition is imposed requiring the submission of further details of the type and location of bird boxes to be installed, and details of the living wall.

Sustainable Urban Drainage systems (SUDs) and water conservation

- 6.53 In accordance with condition 45, the submitted Environmental Sustainability Plan demonstrates how the sites new drainage infrastructure will not exceed the maximum combined peak discharge of 2292l/s for storm and foul water from King's Cross Central to the existing drainage infrastructure. Of this total the area south of Regents Canal should account for no more than 1,010l/s. Thames Water have already approved the Southern Area Infrastructure drainage system that will manage all plot E1's public realm surface water discharge (along with The Boulevard, Station Square, Pancras Square, Goods Way, the B Zone and A Zone) into the combined Camley Road sewer located within Pancras Road, and have advised that they have no objection to this proposal. Condition 45 can be discharged with regard to plot E1.
- 6.54 Linked to condition 17 (e) discussed above, and in compliance with section AA of the s106 agreement, the development will secure 66.6% of the potable water credits available under BREEAM, which comfortably exceeds the 40% requirement set out in the s106. Rainwater harvesting was investigated, however the with the listed building's roof becoming a amenity terrace and the wrap's roof proposed for plant and PVs , there is not enough space for water collecting facilities. This can be supported in this particular instance given the credit savings described above. The planters proposed in the roof terraces and the public realm area of Stanley Passage, will further aid sustainable drainage. The terms of section AA of the s106 are therefore met with the water infrastructure proposed.

Construction materials and waste

- 6.55 As required by Section Y of the S106 agreement the applicant will adhere to the adopted Construction Materials and Purchasing Strategy which seeks to reduce material usage, minimise waste and encourages use of recycled materials. The E1 plot currently comprises concrete/asphalt hard standing that will partially be recycled for the green/brown roof substrates, which is welcomed. As required by Section Y of the S106 agreement the applicant will provide waste information packs to tenants, the basement will include a large waste storage area to all separation of recyables, and public waste containers will be provided around the building.

Servicing and refuse management

- 6.56 In accordance with condition 28 and s106 Section Z, details of the refuse / recyclables storage and collection has been provided as part of this reserved

matters application. Additionally, a Servicing Strategy has been provided in accordance with condition 22, to demonstrate how the refuse waste will be removed and other vehicular deliveries will be managed.

- 6.57 Building E1 will have a designated servicing area at basement level to include a large refuse store. A large goods lift at this level would provide access to the Zone B shared basement level below, whereby building E1 would have access to two vehicle loading/delivery bays. Vehicles will access the bay via the access ramp off Pancras Road, sited at the northern end of the approved B1 building, which leads to the shared basement. The bays can accommodate a 10m (17 tonnes) rigid lorry at any one time and all movements will occur during normal working hours. Articulated lorry visits will be very rare and scheduled in advance to occur outside peak times. All vehicles will be required to pass through a 24 hour manned security barrier located at ramp entry level, with the servicing areas actively managed at all times to ensure the safe co-ordination of vehicle movements and parking within the loading bays across the shared B zone basement. Transport Officers support the Servicing Strategy, and are satisfied that condition 22 can be discharged.
- 6.58 With regard to refuse management, there will be a daily collection of commercial waste throughout the building that will be brought down the basement refuse store via a goods lift. The store has capacity for 12 x 1100 litre Eurobins, sized to ensure that the refuse can be appropriately separated into different types of waste including residual, organic and recyclable. This separated waste would then be collected by the refuse companies daily, however the refuse stores have been sized large enough to accumulate two days waste in case of service disruption. The facilities have been designed in compliance with the Council's refuse/recycling guidance, therefore adequate provision has been made for the storage and collection of refuse and recycling and therefore condition 28 can be discharged.

Transport

Highways Plan

- 6.59 Outline condition 23 requires submission of a Highways Plan to show any works required to existing adopted highways. The E1 proposal does not give rise to any works to the adopted highway of Pancras Road and therefore submission of a Highways Plan is not necessary.

Car Parking

- 6.60 Condition 49 of the outline permission sets 'maximum' parking standards to be applied site wide. Part (a) states that for south of Regent's Canal Class B1 or A1-5 uses may have a maximum of 1 car parking space per 1,500sqm of floorspace to meet staff/operational needs. Part (c) states that 5% of the spaces provided within these standards should be for disabled users and also permits the provision of additional disabled parking within the development above the specified standard.
- 6.61 The building will benefit from 1 disabled bay, within the shared Zone B basement for exclusive use by employees or authorised visitors. This provision is comfortably within the maximum standards of the condition. The space would be easily accessible from the lift core that leads directly to the reception area above.

Cycle Parking

- 6.62 Condition 51 of the outline requires the development to be constructed in accordance with the cycle parking standards set out in appendix 6, as referred to in policy T3 of the Unitary Development Plan (2006). Development Policy DP18 and the standards set out in Appendix 2 now supersede the UDP. Appendix 2 requires one space per 250sqm of floorspace for staff above a threshold of 500sqm, and spaces for visitors must accommodate up to 10% of visitors present at any one time for Class B1 uses. For A1-A5 uses the requirement is one space per 250sqm for staff, and the same for customers.
- 6.63 As such, based on current standards, the following is required:
- 3,798sqm of B1 office requires 15 staff spaces
 - 217sqm of A1-A5 floorspace does not meet the 250sqm threshold
- 6.64 Considering staff spaces first, 15 spaces are required, however 30 spaces are proposed within the basement cycle store, in Josta Parker two-tier racks. As such the proposal is compliant with condition 51, and the 15 extra staff spaces go well beyond the requirements of the outline permission, which is welcomed.
- 6.65 For visitors, a single space is required, though 6 spaces are to be provided within Stanley Passage for office visitors and customers of the commercial unit. This comfortably exceeds the requirement, which is welcomed by Transport Officers, and do support the provision of cycle parking for the building and condition 51 can be discharged.

Spoil and lorry movements and construction timetable

- 6.66 Condition 64 restricts the volume of spoil which can be removed from the site to 270,000 cubic metres per calendar year whilst condition 65 restricts the number of lorry movements for removing the spoil to 31,500 within any calendar year. Spoil totalling up to 2,257 cubic metres would have to be removed for the E1 basement. The majority of movements will take place in 2013, and converts into 266 lorry movements. When compared to the movements of other approved plots a worst case scenario can be predicted. The peak anticipated removal figures are 114,652 and 33,181 cubic metres for years 2012 and 2013 respectively. This is significantly lower than the 270,000 cubic metres per calendar year specified by condition 64. This spoil converts into 13,489 lorry movements for 2012 and 3,904 for 2013, significantly lower than 31,500 within any calendar year specified under condition 65. Accordingly, there would be no significant harm to amenity as a result of B1's spoil and lorry movements.
- 6.67 Condition 66 restricts lorry movements, which bring infrastructure materials to the site, to 8,300 per calendar year, whilst condition 67 restricts lorry movements importing construction materials to 73,000 per calendar year. Infrastructure materials are not defined, but consistent with previously approved reserved matters this includes road/paving, kerbs, lighting poles, manholes, utility pipes and landscaping building up material. Taking both conditions together, a worst case scenario predicts 33,876 and 21,541 lorry movements for 2012 and 2013 respectively across the masterplan site, significantly lower than the condition terms.

- 6.68 These annual lorry movement restrictions secure phased developments over a longer period rather than all plots being commenced at once. This reduces the amount of noise, dirt, dust, and traffic disruption that would occur at any one time. Accordingly, the lorry movements associated with the E1 development shall not unreasonably harm the amenity of adjoining properties or the area generally.
- 6.69 In accordance with conditions 20 and 21 the application is accompanied with an illustrative build out plan and construction time-table, which incorporates the spoil and lorry movement figures predicted. E1 construction should start in January 2013 and be completed by July 2014, any unexpected delay or change to the construction timetable would be appropriately managed in future reserved matters submissions on other plots.

Noise mitigation

- 6.70 In conformity with condition 60, the full particulars of plant noise has been provided to demonstrate compliance with the specified standards. All mechanical plant contributing to the building's services will be specified and installed to achieve an acoustic performance at neighbouring property of at least 5 dBA below the prevailing site-wide baseline noise monitoring level identified in an acoustic report previously provided and agreed in relation to condition 59.

Archaeology

- 6.71 Condition 56 states that no development shall take place in each phase notified under condition 21 (construction time-table) until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been approved by the local planning authority.
- 6.72 The applicant has submitted an archaeological specification statement which identifies plot E to formerly comprise an area of residential development. Today, only Stanley Building South and the immediate hard landscaping survive. The Stanley Buildings originally included five blocks of approximately 20m by 12m. They were purpose-built in 1864-5 as low-rental 'philanthropic' housing by the Improved Industrial Dwellings Co. One five-storey block remains, identified here as Stanley Building South. There is no gas works infrastructure within the plot.
- 6.73 English Heritage's Greater London Archaeological Advisory Service (GLAAS) noted that other significant archaeological remains had been observed in Zone B, immediately north, during the remediation associated with the removal of the gasholders. These remains are in-situ Roman features and artefacts, including ceramic building material, which have not previously been recorded from the King's Cross area. Consequently, such artefacts may be in situ in plot E1. Therefore an archaeological mitigation, in the form of a watching brief during the basement ground reduction in this area, is likely to be necessary in order to further the understanding of any remains prior to their removal. GLAAS have requested an appropriate informative is added to the decision notice to secure this.

Earthworks and remediation

- 6.74 Plot E1 was historically residential, however located approximately 50m south of the masterplan site's Imperial Gas Works infrastructure. Based on historical uses and observation of recent excavations just north of the site, the potential for significant and widespread contamination is considered to be very low. To ensure the appropriate remediation in accordance with outline condition 18, an Earthworks and Remediation Plan (ERP), prepared by Arup, has been submitted as part of the reserved matters application.
- 6.75 The ERP appropriately sets the finished site levels, estimates amount of spoil removal and identifies potential sources of contamination and outlines a strategy for remediation. The ERP confirms that during the necessary remediation works a watching brief will be maintained throughout, with any unforeseen remediation required to be carried out, in accordance with the principles of the site wide remediation strategy as set out in the Environmental Statement which supported the outline approval. On completion of the remediation works, validation testing would be undertaken to form the basis of a Verification Report that will be submitted to the Council's Contamination Officer. These ERP measures ensure that condition 18 can be discharged in respect of plot E1.

7. CONCLUSION

- 7.1 The proposal complies with all the parameters fixed in the outline approval in terms of land use, floorspace, height and mass, landscaping and access and circulation. The detailed design and external appearance of the building is of high architectural quality that was achieved through a collaborative process of comprehensive pre-application negotiations and community involvement. The refurbishment and reuse of the listed Southern Stanley Building, identified on English Heritage's Heritage at Risk Register, is welcomed and the new E1 'wrap' extension will comfortably integrate with and preserve and enhance the building's setting. The new extension will also bridge the scale of the listed Stanley Building with the larger zone B buildings to the north, thus strengthening the coherent family of buildings in this part of the masterplan site and defining strong character along this part of Pancras Road. This achieves the goals originally set out in the Urban Design Guidelines that formed part of the outline application.
- 7.2 The principles of sustainable and inclusive design are at the heart of E1's design approach, which results in a development that comfortably exceeds the requirements of the outline permission, particularly with regard to sustainability measures. The active frontages proposed to Turnhalle Square and Pancras Square will provide a welcoming and vibrant sense of place to this important new piece of public realm. Finally, the office space on all floors will provide for a high quality, flexible and adaptable environment that should be comfortable for all persons working in the building throughout its lifetime.

8. RECOMMENDATION

- 8.1 That members approve the reserved matters application for building E1 (subject to the conditions attached) and agree to discharge the relevant associated conditions that form part of the outline planning permission granted 22/12/08 (2004/2307/P).

9. **LEGAL COMMENTS**

- 9.1 Members are referred to the note from the Legal Division at the start of the Agenda.