

Delegated Report		Analysis sheet		Expiry Date:		17/10/2012	
		N/A		Consultation Expiry Date:		27/09/2012	
Officer				Application Number(s)			
Jenna Litherland				2012/4385/P			
Application Address				Drawing Numbers			
King's Cross Central Zone A (Access Ramp North) York Way London N1				Refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Details of Enabling Works comprising the construction of the Access Ramp (North) pursuant to conditions 25, 31, 56, 64-65, 66-67 of outline permission granted 22/12/06 subject to a section 106 legal agreement (Ref. 2004/2307/P) for the comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.							
Recommendation(s):		Approve					
Application Type:		Partial Approval of Details					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Site notice displayed from 29/08/2012 until 19/09/2012. Advertised in the Ham and High 06/09/2012. No representations received.					
Statutory and non-statutory Consultees:		English Heritage (archaeological service) – No objection Regents Canal CAAC – No response Kings Cross CAAC – No response Network Rail – No response					

Site Description

This application relates to 'King's Cross Central' the former railway lands north of King's Cross Station for which outline planning permission was granted by the Council in 2006 for a comprehensive, phased, mixed-use development. King's Cross Central is bound to the east by King's Cross Station and York Way, to the north by the railway lines used by High Speed 1, to the west by St Pancras International, and to the south by Euston Road. The site can be divided into two distinct areas, north of the Regent's Canal and South of Regent's Canal. The parameter plans which were approved as part of the outline permission included one which divided the site into 'development zones' (KXC 005).

The application site is located south of Goods Way and is bounded on the east by the railway lines approaching Kings Cross Station. The site falls within the boundary of development Zone A of the Kings Cross Central Development Site.

Relevant History

2010/1495/P: Details of interim service road pursuant to condition 25 (Enabling Work) of outline permission granted 22/12/06 (2004/2307/P) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area. **Granted 22/04/2010**

2009/0208/P: Amendments to planning permission ref: 2007/3284/P dated 7th Sept 2007 for approval of details for the specification, design and layout for the Shared Service Yard basement area and associated access ramp; written scheme of investigation for a related programme of building recording and analysis; and a written scheme of investigation for a related programme of archaeological work pursuant to conditions 25, 55 and 56 respectively of the outline permission (ref: 2004/2307/P) granted subject to a section 106 legal agreement dated 22nd December 2006 (for comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification). **Granted 10/03/2009**

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 as approved in outline as part of the planning permission for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area (Ref. No. 2004/2307/P, granted subject to a section 106 legal agreement on 22nd December 2006). **Granted 31/10/2008**

2007/3284/P: Approval of Details for the specification, design and layout for the Shared Service Yard basement service area and associated access ramp; written scheme of investigation for a related programme of building recording and analysis; and a written scheme of investigation for a related programme of archaeological work, pursuant to conditions 25, 55 and 56 respectively of outline planning permission (ref. 2004/2307/P) granted subject to a section 106 legal agreement dated 22nd December 2006 (for the comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification). **Granted 07/09/2009**

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 (R1). **Granted 22/12/2006**

Condition 25 of this permission states:

'Details of the Enabling Works, including layout, design, and specifications shall be submitted to and approved in writing by the LPA before commencement of those works. All works shall be carried out in accordance with the details as approved.'

Relevant policies

National Planning Policy Framework 2012

London Plan 2011

LDF Core Strategy and Development Policies 2010

CS11 – Promoting sustainable and efficient travel (*complies*)

CS14 – Promoting high quality places and conserving our heritage (*complies*)

DP24 – Securing high quality design (*complies*)

DP17 – Walking, cycling and public transport (*complies*)

DP21 – Development connecting to the highway network (*complies*)

Camden Planning Guidance 2011

CPG1 - Design

CPG7 - Transport

Assessment

The application relates to the partial discharge of condition 25 of outline planning permission dated 22 December 2006 (ref: 2004/2307/P). Condition 25 (Enabling Works) states:

'Details of the Enabling Works, including layout, designs, and specifications shall be submitted to and approved in writing by the LPA before commencement of those works. All works shall be carried out in accordance with the details as approved.'

Reason: To ensure a comprehensive, sustainable and integrated development, facilitate regeneration and ensure safe and efficient access and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies B1, T1, T12, SKC2, SKC3, SKC4 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.'

'Enabling Works', as defined in the outline planning permission, includes the Service Access and potential Kings Cross Station Servicing and the 'LUL/KXC Spur' to the London Underground Network as shown on Parameter Plan KXC017 (application 2004/2307/P).

Also relevant to this submission are the following conditions:

- condition 31 (Parameter Plans and Development Specification)
- condition 56 (Archaeological Investigation and Mitigation)
- conditions 64-65 (Spoil Removal)
- conditions 66-67 (Importing Infrastructure and Construction Materials)

Background

The Shared Service Yard (SSY) and Access Ramp (south) were completed in July 2010. At this time construction of the northern section of the access ramp could not take place due to the position of two temporary site accommodation blocks serving the redevelopment schemes at Kings Cross Station and Kings Cross/St. Pancras Underground Station. At present the SSY is accessed via the Interim Service Road (ISR) granted under application 2010/1495/P which was put in place pending details of the permanent scheme for the Access Ramp (north).

Parameter Plans (condition 31)

The proposal complies with the following relevant parameter plans: KXC016 (Basements), KXC017 (Servicing), KCX005 (Development Zones); KXC012 (Proposed Finished Site levels).

Enabling Works (condition 25)

Condition 25 specifically requests details of the layout, design and specifications all of which have been included as part of this submission.

Vehicular Access - The proposed Access Ramp (North) would connect the SSY to Goodways. Permission has already been granted for the principle of a bellmouth to the access ramp by the application for the realignment of Goods Way (ref: 2008/3731/P). The ramp is approximately 100 metres long and would have a level change of 7.18 metres. The gradient of the ramp will alternate between 1:10 and 1:20 to address this change in level. The ramp will have a single lane in each direction and a narrow servicing path. The ramp includes a security cabin at the top of the ramp between the two lanes.

The submission includes swept path analysis which demonstrates a 16.5 m articulated lorry manoeuvring around the pedestrian island in the bellmouth and within the limits of the Goods Way carriageway. This satisfactorily demonstrates that the ramp can operate whilst maintaining the safety of pedestrians, cyclists and other road users.

The proposed layout of the ramp is considered acceptable. The ramp would have a maximum gradient of 1:10. This is considered to be acceptable, given that the ramp is just to be used for vehicular access.

Design - The proposed ramp would be constructed from concrete as is the rest of the SSY. Once the buildings within Zone A are complete the ramp would be enclosed by the buildings and the only aspects of the ramp that would be visible would be the eastern elevation which faces onto the railway lines north of Kings Cross Station and the entrance to the ramp on Goods Way. The concrete structure would be visible until the time that the Zone A buildings are delivered when it would be completely enveloped by the facades of those buildings. The

entrance to the ramp from Good Way would contain two roller shutters, however the applicant has advised they would remain open other than in exceptional circumstances.

It is considered that the appearance of the 'concrete box' would not harm the appearance of the immediate area (which is largely a development site) in the interim period between the ramp being completed and the Zone A buildings being erected.

The proposed bellmouth will be given a temporary finish of natural stone paving, buff tactile paving, and granite setts. The vehicular surfaces will be tarmac with silver grey granite kerbs. A permanent finish would be put in place following the completion of building A5 and would be in accordance with the South Infrastructure Works (permission ref: 2008/3731/P). The proposed temporary finishes are high quality and would not harm the appearance of the wider area.

Security - It is envisaged that the ramp will be in use 24 hours a day as the Station often gets deliveries during the night. The ramp would be manned and there would be a barrier and a small office for security staff. The barrier would be set back from the ramp entrance. Other security measures include road blocker barriers at the top of the ramp, railing arm barriers and traffic signals, roller shutter at the top of the ramp, CCTV, and communications infrastructure. The proposed security measures are considered adequate.

Cycle and pedestrian access - The proposed ramp would not be accessible to pedestrians and cyclists in the interim or long term. The applicant has advised that cycle and pedestrian access to the future Zone A building would be from entrances at street level and would form part of the detailed design of those buildings. This is encouraged.

Archaeology (condition 56)

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. The applicant has submitted an Archaeological Written Scheme of Investigation for the site prepared by Pre-Construct Archaeology.

The submitted documents have been considered by English Heritage's archaeological service who have advised that they have been prepared in accordance with their guidelines and they are satisfied that the submission requirement of condition 56 can now be discharged in relation to this proposal.

Spoil and lorry movements (conditions 64-67)

Conditions 64-67 deal with spoil and lorry movements. 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. Conditions 66 and 67 restrict lorry movements bring material to the site. 8300 lorry movements are permitted per calendar year for importing infrastructure materials and 73,000 for importing construction materials. The reason for these conditions is to ensure that the amenity of adjoining properties and the area generally are protected from the negative effects of development. The restrictions mean that work on the site has to be phased over a longer period rather than all commenced at the same time; this in turn reduces the amount of noise, dirt, dust, and traffic disruption that would occur at any one time.

The estimated volume of spoil removal of the Access Ramp (north) would total a maximum of 8,500 cubic meters which converts to a total of 1000 lorry movements that would take place in 2013. As set out in the Compliance report (tables 1 and 2) it is envisaged that a total of 123,152 cubic metres of spoil will be removed from the site in 2012 totalling 14,489 lorry movements which is sustainably below annual limit specified in conditions 64 and 65. The estimated number of vehicular movements delivering infrastructure materials and construction materials to the site totals 2,270 movements in 2012 and 1,250 movements in 2013 this along with other lorry movements predicted for 2012 and 2013 are significantly within the limits set out in Condition 66 and 67.

Conclusion

The proposal fully complies within the requirements of the conditions 25, 31, 56, 64, 65, 66 and 67 which can be partially discharged in as far they relate to Access Ramp (North) with Development Zone A.

Recommendation: Approve details.

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