

# King's Cross Central

Mr Conor McDonagh  
Principal Planning Officer  
Planning & Development Control  
London Borough of Camden  
Camden Town Hall Extension  
Argyle Street  
London  
WC1H 8EQ

Dear Conor

**PLANNING PERMISSION FOR COMPREHENSIVE MIXED USE DEVELOPMENT AT KING'S  
CROSS CENTRAL (2004/2307/P)  
RESERVED MATTERS AND OTHER DETAILS PURSUANT TO PLANNING CONDITIONS IN  
RESPECT OF THE ZONE B BASEMENT**

On behalf of King's Cross Central General Partner Limited ('KCCGPL'), we enclose an application for reserved matters approval for revised details of Zone B basement, comprising the basement service areas for Buildings B2, B4 and B6, vehicular service route, entrance/exit ramp off Pancras Road and the central 'island' area. Where this letter and the submitted documentation refers to the 'Zone B basement', this should be taken to mean those areas, unless otherwise stated.

This submission follows a previously approved Zone B basement scheme (ref. 2010/0862/P dated April 2010) which broadly covered the same scope as the current submission. That approved scheme was however, premised on a phased build-out of the Zone B buildings and included the retention of a central area of soil. Since that time, there has been occupier interest in plots B1 and B3, which do not currently have reserved matters approval (see below). Subject to approval, these plots are likely to be developed alongside approved buildings B2 and B4, thus consolidating a number of buildings into one phase. This advancement of construction works, alongside the development of plant/estate management requirements, has driven the review of the basement design.

In line with the approved scheme, this submission does not include details of the basement service areas for Buildings B1, B3 and B5. Details of the B3 basement area were submitted as part of the building reserved matters submission in August 2011 (ref. 2011/4090/P), while B1 (including its basement) is due to be submitted at around the same time as this application. Details of the basement area for B5 have not yet been submitted and will be brought forward alongside the building in due course. Nothing in the proposed Zone B basement layout will prejudice the future development of these basement areas in terms of layout, floor area or ceiling heights. Indeed, the basement has been designed to be compatible with the proposed B1 and B3 service areas and to allow the flexible build out of future Zone B buildings by ensuring the communal areas remain independent from the building basements.

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King's Cross Central Limited Partnership (a limited partnership formed under the provisions of the Limited Partnerships Act 1907 registration number LP12617) of 5 Albany Courtyard Piccadilly London W1J 0HF acting by its general partner King's Cross Central General Partner Limited (company registration number 6387691) having its registered office at 5 Albany Courtyard aforesaid.

You will note that the applications have been made by Argent (King's Cross) Limited ('Argent'), on behalf of KCCGPL, which brings together the project investors who made the original application, namely Argent, Exel Plc and London and Continental Railways Ltd.

The details now submitted fulfil the relevant planning conditions to the outline planning permission for KXC (2004/2307/P of 22 December 2006) in respect of the Zone B basement and show how relevant Section 106 obligations are addressed in respect of the development.

The planning conditions and the Section 106 matters in question are listed in the Introduction to the Compliance Report, which provides an overview of the submissions and how they meet the requirements of the outline planning permission.

In this letter, we describe the scope of the submissions and give an overview of the proposals and their merits.

### **Scope of submissions**

The application comprises:

- Appropriate London Borough of Camden forms and the application fee of £335;
- Plans and cross sections by Allies and Morrison (please refer to attached schedule of drawings);
- Compliance Report, including: the Environmental Sustainability Plan, Access Statement, Highways Plan, Illustrative Build-out Plan, Construction Timetable, Archaeological Specification and Written Scheme of Investigation, and other details;
- Urban Design Report; and
- Earthworks and Remediation Plan for Zones B.

### **Zone B Basement Submission Proposals**

The Zone B basement is derived from Development Zone B and its permitted limits shown on Parameter Plans KXC 005 (Development Zones) and KXC 016 (Basements).

When complete, the Zone B basement will provide access to all of the Zone B buildings, together with Building E1 to the south. The proposed development is described in full in the separate Zone B basement Urban Design Report, but in essence it comprises 8,335m<sup>2</sup> across a stepped basement floor with mezzanine levels within the B2 and B4 basement areas. In contrast to the approved scheme, the basement will be fully excavated to create additional accommodation for plant and the estate management team in the central 'island' area.

As stated above, details are submitted for the basement service areas for Buildings B2, B4 and B6, all of which will include the following facilities either within the building's footprint or in close proximity to it:

- a cycle storage area;
- car parking;
- shower, changing and toilet facilities;
- refuse storage;
- loading bays;



- lift and stair core; and
- plant areas.

In addition, the basement area of Building B2 will include the escalators, lift and stairs for the underground subway entrance accessed at ground level on the north-east corner of Building B2.

The 8m wide two-way entrance/exit ramp will extend east from Pancras Road across Plot B1 to link up with a communal vehicular service route. The position of the ramp has been shifted approximately 6m northwards to reflect the emerging floorplans for Building B1 but remains in compliance with Parameter Plan KXC 017. Once cleared by the security barrier, vehicles will follow a circular one-way route to reach the relevant car parking spaces or loading bay.

A total of 10 car parking spaces are proposed (5 of which are accessible), with 2 spaces allocated to B2 and 4 each to B4 and B6. This provision remains the same as the approved basement scheme, albeit that the spaces are now located away from the service route/areas between the buildings to avoid conflict with service vehicles. The proposals also include a further 4 car parking spaces (including 3 accessible spaces) not envisaged under the approved scheme, located within the central area of the basement. At this stage, the spaces are not allocated but will be managed by the estate management team for use by tenants of the Zone B buildings.

The revised scheme brings forward 42 motorcycle spaces, also within the central basement area. Although not specifically referred to in the outline planning permission, it is considered that motorcycle parking is legitimately within the scope of the permission; indeed there is no condition that restricts or prevents motorcycle parking. The provision of motorcycle spaces is viewed by KCCGPL as a positive and necessary response to the increased popularity in motorcycle/moped usage since that permission was granted. The spaces are provided in lieu of car parking under Condition 49 of the outline planning permission, with 5 motorcycle spaces for every one car parking space. This approach reflects the motorcycle parking standards in both Appendix 6 of Camden's Replacement UDP 2006 referred to in the condition and Appendix 2 of the replacement policy document, the Local Development Framework, adopted in November 2010, both of which welcome the provision of motorcycle parking as a substitute for car parking.

A total of 202 cycle spaces are proposed for Buildings B2, B4 and B6, representing an increase of 22 spaces compared to the approved basement as a result of additional provision within B4. In the case of B4 and B6, these spaces continue to be provided in a dedicated store, located within the footprint of the building. For B2, the spaces are provided broadly in the same place as under the approved basement, along the western perimeter wall of the B2 basement area.

In addition, the proposals bring forward an additional 78 cycle spaces within a secure store in the central basement area. These have not been allocated to individual buildings but will be made available to tenants of the buildings in order to balance demand across Zone B.

Cyclists will be expected to dismount at the entrance to the basement and will use the separate pedestrian ramp and 'safe routes' which run alongside the vehicular ramp/service road to access the relevant cycle parking area.

### **Sustainability**

Mindful that the proposed basement provides servicing facilities for approved Buildings B2, B4 and B6, which themselves will set very high standards of sustainability, the design team has sought to incorporate measures which will contribute to the site's overall environmental performance and complement the features in the buildings above, including natural ventilation, efficient lighting systems with time clock/PIR sensors, water efficient sanitaryware in the WC and shower facilities and the use of the low-carbon district energy system for domestic hot water generation in the changing facilities within each building.

### **Conclusion**

We trust you will find the submission documents clear and complete and that in due course you will be able to recommend approval for this important phase of King's Cross Central. If you have any immediate queries over the documents do please contact us. Whilst the proposals have been extensively discussed prior to submission, we would of course be pleased to meet you and your colleagues again as soon as you may wish.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Alexandra Woolmore', followed by a long horizontal line extending to the right.

**Alexandra Woolmore**  
Project Director

## **Drawing Schedule**

Drawing Title	Scale at A3	Drawing No.	Rev
For Approval			
<b>Plans</b>			
Basement Boundary Plan General Arrangement	1:1000	280_12_07_000	P3
Lower Basement Plan General Arrangement	1:600	280_12_07_100	P4
Upper Basement Plan General Arrangement	1:600	280_12_07_101	P4
Proposed Basement Access Ramp Position	1:500	20227/01/SK154	D
<b>Sections</b>			
Site Section 01	1:600	280_12_07_200	P3
Site Section 02	1:600	280_12_07_201	P3
<b>For Information</b>			
Basement Ramp Pancras Road 10m Rigid Swept Path Analysis	1:250	KX-RAM-10R	O5
Basement Ramp Pancras Road 16.5m Artic Swept Path Analysis	1:250	KX-RAM-16.5A	O5
Basement Plan (as approved)	1:1000	3950ARCH(SK)201	D