

<b>Address:</b>	<b>Kings Cross Central - Main site</b> <b>Development Zone R4</b> <b>(Land bounded by York Way and new proposed streets East Street and East Lane)</b> <b>York Way</b> <b>London N1</b>	
<b>Application Number:</b>	2010/0389/P	<b>Officer: Neil McDonald</b>
<b>Ward:</b>	St Pancras & Somers Town	
<b>Date Received:</b>	<b>22/01/2010</b>	
<p><b>Proposal:</b> Reserved matters in connection with the erection of a 15 storey building within Development Zone R4 to be used for residential purposes from upper ground level to level 14 (total of 117 units comprising 78 general needs social rented, 24 shared ownership and 15 mental health supporting housing), internal cycle parking and services area at lower ground floor level and retail/café /bar/takeaway uses (classes A1-A5), office (Class B1) and/or potential community and leisure uses (Classes D1-D2) at ground floor level on the York Way frontage, together with adjacent public realm and new road junctions; submission of associated details in compliance with condition nos. 3, 9, 10, 12, 16-24, 27-30, 43, 56, 60, 61, 62, and 64-67 of Outline Permission reference 2004/2307/P, dated 22nd December 2006 (for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area).</p>		
<p><b>Drawing Numbers:</b></p> <p>Architectural drawings: A6308- 2.3-001; 2.1-002; 2.1-115 rev A; 2.1-116 rev A; 2.1-101 rev A; 2.1-102 rev A; 2.3-103; 2.1-104; 2.3-105; 2.3-106; 2.3-107; 2.3-108; 2.3-109; 2.3-110; 2.3-111; 2.3-112; 2.3-113; 2.3-114; A6208-1-0-006; A6308- 2.1-301; 2.1-302; 2.1-303; 2.3-201; 2.3-202; 2.3-203; 2.3-204; 2.3-205; 2.3-206; 2.3-207; 2.1-208; 2.3-250; 2.1-209; 2.1-210; 2.1-211.</p> <p>Landscape: TOWN279-16(08)5001 rev R05; TOWN279.16(08)5002 rev R04; 3001 rev R02; 7001 rev R03; 7002 rev R02; 7003 rev R03; 7004 rev R03; 6101 rev R01; 6102 rev R01; 6103 rev R01; 6104 rev R01; 6105 rev R01; 6106 rev R01; 6301 rev R01; 6302 rev R01; 6402 rev R02; 6403 rev R01.</p> <p>Infrastructure: 23302/001/SK04 rev A; SK-C-057 rev C; SK-C-060; SK-C-062 rev D; SK-C-065 rev C.</p> <p>Supporting Documents: Covering letter from RPS dated 19/01/2010; Compliance Report; Urban Design Report; Details of Proposed Residential Accommodation; Environmental Sustainability Plan; Access and Inclusivity Statement; Earthworks &amp; Remediation Plan; Daylight and Sunlight Report.</p> <p>Revised Parameter Plan KXC021 rev B</p>		
<b>RECOMMENDATION SUMMARY: Granted</b>		
<b>Applicant:</b>	<b>Agent:</b>	
Argent (King's Cross) Ltd Argent (King's Cross) Ltd 5 Albany Courtyard London W1J 0HF	RPS Planning & Development 1st Floor West Cottons Centre Cottons Lane LONDON SE1 2QG	

## ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GEA)
Existing	<i>Vacant Site</i>		N/A
Proposed	C3	<i>Open Market Residential General Needs Social Rented Shared Ownership Supported Housing TOTAL C3</i>	<i>0,000 m<sup>2</sup> 7,448 m<sup>2</sup> 1,926 m<sup>2</sup> 1,900 m<sup>2</sup> 11,274 m<sup>2</sup></i>
	<i>B1, A1-A5, or D1-D2</i>	<i>Office, Shop, Financial and professional, Restaurant, Drinking Establishment, Take Away or Community or Leisure uses (flexible)</i>	<i>487 m<sup>2</sup></i>
<b>Total Floorspace</b>			<b>11,761 m<sup>2</sup></b>

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	TOTAL
Proposed	<i>GNSR</i>	<i>16</i>	<i>24</i>	<i>23</i>	<i>15</i>					<i>78</i>
	<i>Supported Housing</i>	<i>15</i>								<i>15</i>
	<i>Shared ownership</i>	<i>10</i>	<i>4</i>							<i>14</i>
	<i>Rent to buy/shared ownership</i>	<i>7</i>	<i>3</i>							<i>10</i>

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	<i>0</i>	<i>0</i>
Proposed	<i>0</i>	<i>0</i>

**Reason for Referral to Committee:** This application is being referred under parts i (details of more than 10 new dwellings) and v (landscaping details in excess of 1000sqm) of the Kings Cross Delegation Agreement agreed by the DC Committee on 26<sup>th</sup> July 2007.

The application is a 'major development' as defined by the Office of the Deputy Prime Minister. The application therefore needs to be determined within 13 weeks from the date of submission which expires on 23<sup>rd</sup> April 2010.

## OFFICERS' REPORT

### SUMMARY

*This reserved matters proposal brings forward a significant early phase of affordable housing within the Kings Cross Development as a whole both addressing serious housing needs in the Borough and satisfying a key threshold in the phasing of the development to enable market housing and office uses to progress as part of a balanced mix use development. The report assesses the proposals chiefly from a design and detailed layout point of view given the context of these reserved matters being pursuant to an already existing outline planning permission. The volume of submitted material and hence the length of the report assessment is necessitated by the need to observe a wide ranging and complex framework of parameters set by the Outline Planning Permission to ensure that the visions and objectives of the original Kings Cross masterplan are observed, and fulfilled in the best interests of all concerned. The scheme design and mix has emerged out of detailed discussions with One Housing Group and the Council's Housing Partnerships Team which both support the proposals. Officers have concluded that the proposals achieve in their aim of offering a good standard of accommodation for residents and making a positive contribution to the emerging townscape of the Kings Cross development..*

## 1. SITE

- 1.1 Plot R4 is located on the north eastern edge of the Kings Cross Central site. It has frontage onto York Way which forms the borough boundary with the adjoining London Borough of Islington. It is located north of plot R2 for which reserved matters approval was granted for a commercial block in January 2009 intended as a national store support centre for Sainsbury's, and east of plot R5 which has yet to come forward. The R4 plot area is approximately 0.5 ha and is within the permitted limits of deviation shown on the outline parameter plans KXC005 and 007.
- 1.2 R4 lies just under 1 km north of the main Kings Cross underground and rail station entrances currently accessible via York Way. The former York Road underground station, closed to rail passengers since 1932, lies opposite the site on the east side of York Way. The area, having been subject to extensive road re-levelling and road realignment in connection with CTRL still retains a semi-abandoned industrial character. The nearest residential area along with local shops and services is focused around Copenhagen Street 150m to the south and within the Borough of Islington.
- 1.3 The R4 plot is defined by three intended new access ways linking into the Kings Cross Central development from York Way. These are shown on the submitted reserved matters location plan as forming East Street to the west (a new vehicular street running north-south from York Way in between R4 and R5 and continuing on to connect with Goods Street and the rest of the Kings Cross development to the south and west); York Street to the east and East Lane to the south which are both proposed as pedestrianised areas of public realm where adjacent to building R4. These will eventually link via the new streets of the redeveloped Eastern Goods Yard to The Boulevard south of the Regents Canal giving more direct access to the stations of Kings Cross and St Pancras.

- 1.4 The site is subject to a number of existing constraints including a change in levels rising 4m from Goods Street in the south to York Way -this is mainly evident in the form of a steep, 3m embankment that exists presently alongside York Way. There are also gasworks tunnels running under the south east corner of plot R4 and the adjacent area proposed for the York Way Recreation Space.
- 1.5 There are no existing permanent structures on the site, listed or otherwise. The site is positioned some distance away from the nearest conservation area; the Regents Canal Conservation Area commencing on the southern side of Plot R2 and encompassing the grade II listed Granary complex and adjacent parts of the Eastern Goods Yard. The former York Road underground station opposite plot R4 is not statutorily listed but has a locally listed status in LB Islington. Dating from 1906 it is a notable landmark due to its red tiled façade distinguishing many underground stations built around that time.

## **2. THE PROPOSAL**

- 2.1 The application relates to matters reserved by the grant of outline planning permission for the King's Cross site in respect of this part of Development Zone R. It is similar, although wider ranging than an approval of details application required by condition. It essentially relates to the external form of a building already approved subject to a range of parameters, many of which have a limit of deviation (LOD). It also includes details of public realm which, again, has already had its parameters set by way of the outline permission.
- 2.2 The building R4 will comprise a 3 to 15 storey residential block with a small element of commercial use at ground floor level. The residential block will consist entirely of affordable housing made up of 78 units of general needs social rented (67%), 24 units of shared ownership intermediate (21%) and 15 units of supported housing for mental health needs (13%). A proportion of the shared ownership will be for possible rent to buy, which is explained further in the 'Assessment' section below.
- 2.3 The block is arranged as an L-shaped building, with its longer side stepping up to a 'tower' element of 15 storeys addressing York Way. The general needs housing will occupy the greater part of the building at levels 1 – 9. Above this, the top five floors (i.e. levels 10-14) would comprise shared ownership flats arranged either side of a 145sqm roof garden. The taller element of this would form the south eastern end of the building commanding the gently rising slope of York Way. The supported housing element will comprise a 4 storey 'podium' at the western end of the building. This will consist of individual self contained units at upper ground to 2<sup>nd</sup> floor level with its own entrance and communal area at lower ground accessed from East Lane.
- 2.4 Whilst predominantly residential, the R4 building will contain some interactive uses to the York Way ground floor frontage. Two similar sized commercial units are provided for these totalling 470sqm. The precise uses to occupy these are not fixed but remain to be determined within the terms of the outline permission.
- 2.5 In addition to the R4 building itself, the current reserved matters submission brings forward adjacent public realm. This includes the new road junction of East Street

onto York Way (junction 2 on Parameter Plan KXC007) and pedestrianised East Lane. This meets with the similarly pedestrianised northern end of York Street and its pedestrian and cyclist only junction onto York Way (junction 3 on KXC007). The public realm elements of East Lane and York Street are intended to provide part of an attractive, safe walking network to be enjoyed by residents and visitors alike as they pass from York Way into the heart of the Kings Cross development.

- 2.6 Within the public realm there are to be two planned amenity spaces. The first of these is a small informal space in between East Lane and the lower ground level R4 building entrances. This will form a semi public/private courtyard serving as an outdoor extension to the main residential foyers of the R4 building as well as being an attractive visual amenity for passers by on East Lane. The other amenity space, being on the southern side of the pedestrianised section of York Street, is a more formally laid out recreation space extending southwards along York Way. This is referred to as the York Way Recreation Space and currently intended to function as a skateboard park.
- 2.7 There is an overlap between these proposals and the public realm covered in the already approved R2 reserved matters granted in January 2009 (ref. 2008/5052/P). This is to respond to Informative 2 on the building R2 approval to integrate these routes within a wider area for pedestrian priority within Development Zone R. This has arisen from the 'Urban Home Zone' concept of the Outline Permission for incorporating local amenity/play space for residents in addition to the identified structural open space on Parameter Plan KXC004. To assist in this it has been proposed to transfer the car park entrance of R2 from the north elevation fronting East Lane to be combined with the service entrance on York Street. This amendment would need formalising as a subsequent minor amendment to the approved R2 scheme, but has the benefit of enabling the pedestrianisation of East Lane.
- 2.8 The design and form of the development, including the landscaped spaces, play space and home zone, will be referred to in more detail under the 'Design and Townscape' part of the report assessment below.

#### *Approvals of details*

- 2.9 The application addresses a number of conditions attached to the Outline Planning Permission which need to be discharged. These include conditions which specify certain supporting material required at reserved matters stage along with other details to be approved prior to implementation. Also addressed are certain 'controlling conditions' which although not explicitly requiring submissions of details for approval do restrict the form or timing of the development in some way. The applicant has therefore provided supporting information where relevant so that compliance with these may be monitored.
- 2.10 The full wording and reasons for imposing all 68 of the planning conditions attached to the outline planning permission can be referenced in the December 2006 decision notice attached as APPENDIX A to this report. A headline summary of the conditions relevant to Zone R4 is set out in the table below:

<b>Condition number</b>	<b>Relevant matters</b>
3	Reserved matters approval shall be obtained
9	Landscaping and trees
10	Landscaping –planting programme
12	Landscaping – steps and ramps (controlling condition)
14	Phasing (controlling condition)
16	Urban Design Report
17	Environmental sustainability plan
18	Earthworks and remediation plan
19	Access statement
20	Illustrative Build Out Plan –overview and coordination with other KXC RM approvals.
21	Construction timetable
22	Service strategy
23	Highway plan
24	Housing delivery plan
27	Floorplans and floorspace details
28	Refuse storage
29	Wind turbines –positioning and design
30	Wind turbines –impact
31	Parameter Plans -compliance with all items a-o are applicable (controlling condition)
33	Total floorspace threshold (controlling condition)
34	Total floorspace north of Regents Canal (controlling condition)
35	Total floorspace by land use (controlling condition)
36	Total floorspace by development zone (controlling condition)
39	Residential No. of units thresholds (controlling condition)
42	Residential floorspace thresholds (controlling condition)
42A	Residential mix (controlling condition)
43	Daylight and sunlight
44	D2 floorspace (controlling condition)
45	Drainage infrastructure (controlling condition)
46	Green roofs (controlling condition)
48	District heating pipework (controlling condition)
49	Car parking standards (controlling condition)
51	Cycle parking standards (controlling condition)
56	Archaeological investigation and mitigation
57	Hours of opening (no restriction unless otherwise specified by LPA)
58	Hours of servicing (no restriction unless otherwise specified LPA)
60	Noise impact statement regarding plant
61	Noise impact statement regarding below-ground railway infrastructure
62	Noise impact statement regarding external environmental sources
64	Volume of spoil to be removed (controlling condition)
65	Lorry movements removing spoil (controlling condition)
66	Lorry movements importing infrastructure materials (controlling condition)
67	Lorry movements importing construction materials (controlling

	condition)
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### *Deviations to parameter plans*

- 2.11 The proposals are submitted in accordance with the various parameters for the site set by the outline permission. There are two minor deviations from these affecting two of the approved parameter plans:
- i. Parameter plan KXC 014 sets the maximum height of the relevant part of Zone R as +74m AOD. A small part of the building, namely the eastern lift core overrun exceeds this by 300mm. Dropping the building to address this would result in practical difficulties in achieving acceptable gradients in the landscaping at ground level. Given the very small extent of this deviation, which would be imperceptible in public views it is considered that this can be accepted in the interests of the overall quality of the scheme.
  - ii. The use of roof mounted photovoltaic panels in favour of wind turbines as indicated on parameter plan KXC 021 is proposed. While providing equivalent sustainable energy to the wind turbines there would be added advantages in terms of residential amenity as these would sit below the building parapet and would not give rise to flicker. The benefits of this approach are readily apparent and would not compromise the sustainability objectives of the outline planning permission, therefore a minor variation to the parameter plan in this regard is considered acceptable.
- 2.12 In respect of (i) above the small change in height is considered 'de-minimus' and the relevant parameter plan has not been revised. However the change to roof mounted PVs as described under (ii) is considered as a minor amendment which could be addressed by a substituted parameter plan. KXC021 rev B has been submitted in this regard.

## **3. RELEVANT HISTORY**

- 3.1 On 22<sup>nd</sup> December 2006 conditional outline planning permission (Ref. 2004/2307/P) was granted for:

**“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."**

- 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; 68 (survey for unexploded WW2 bombs) also discharged 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) none of which have any direct bearing on the R4 reserved matters proposals.
- 3.5 Approvals of reserved matters have so far been granted for Zones L and G (the Eastern Goods Yard), sub-zones R2 and T1, and the new principle access from south of the Canal together with related enabling works between zones A and B (The Southern Infrastructure). The Eastern Goods Yard proposals approved in April 2008 (ref 2008/5528/P) will comprise a mix of uses centred around the new campus for the University of the Arts. Its scheduled completion in September 2011 will form a substantial core of early development on the north side of the Regent's Canal. R2 was approved in January 2009 (ref 2008/5052/P) and comprises a 9 storey building for commercial (mainly office) use. The committed development of R2 together with the current R4 proposals will be contiguous with this advancing the development northwards.
- 3.6 Reserved matters applications (reg. nos. 2010/0862, 0864, 0868, 0870 and 0872) are currently under consideration for B Zone south of the canal to form the main commercial and cultural hub of the development immediately north of Kings Cross Station. A number of other sites are currently being discussed on an informal pre-application advice basis including other residential schemes within Sub Zones R5 and Zone J, facing York Way. However, these have not yet been progressed to a



stage nearing any formal reserved matters submission as at the time of drafting this report.

## 4. CONSULTATIONS

*[Officer response given in italics where required]*

### Statutory Consultees:

- 4.1 **English Heritage GLAAS** – the submitted method statement for archaeological watching brief and building recording accord with EH guidelines and will be monitored. *[Condition 56 can therefore be discharged in as far as it relates to site R4].*
- 4.2 **Transport for London** – Condition 23 (Highways Plan) should not be fully approved until satisfactory arrangements have been agreed for relocation of bus stops. It is noted that the highways layout shown on drawing SK-C-065 rev C proposes the relocation of the existing northbound bus stop on York Way (bus stop # 18863). However, at present TfL are not aware that an alternative location has been agreed for this bus stop. The applicant should reach an in principle agreement with TfL over the relocation of this stop before the highways layout is approved. In addition, it is noted that no details on the operation of the new signalled junction (stage diagram, modelling etc) have been provided, and TfL would question whether this should be provided to ensure the proposed layout works in capacity terms. *[TfL have since confirmed that they are content for condition 23 to be discharged with an informative advising the applicant to continue liaising with them over these matters –see para 6.71 below.]*
- 4.3 TfL have no objection to conditions 22 (servicing strategy), 49 (car parking) or 51 (cycle parking) being discharged or to other aspects of the reserved matters.

### Non-Statutory Consultees:

- 4.4 **LB Islington** – Express a desire to be kept involved regarding the highway works along York Way.
- 4.5 **Kings Cross Conservation Area Advisory Committee** – No observations. *[Note: the site is outside the Kings Cross conservation area]*
- 4.6 **Regents Canal CAAC** – Given that the mass and bulk of this new building is so great, the CAAC feel strongly that the application should clarify the brickwork cladding to be used: the detail specified should indicate type of brick, detailing, banding –which should reflect the industrial pattern of the Granary. *[Plot R4 lies some distance outside of the RCCA and the Eastern Goods Yard. The indicative material provided so far for the exterior cladding is considered satisfactory although it is recommended that a condition requiring samples is necessary so that the final quality and appearance can be controlled]*

### Local Groups:

#### 4.7 Kings Cross Development Forum – Comments as follows:

4.8 In the quest to make proposals for R4 more satisfactory for future residents we offer the following comments. A little more effort with the proposals could make them work better for residents:

- Amenity space: we are disappointed at the small quantity of amenity space proposed. At outline stage we were afraid that good family living quality could not be achieved at the proposed densities. It looks as though we were right. *[Amenity space within the public realm is pre-determined by the Outline Permission. It is considered that the R4 building has maximised opportunities for this to be supplemented by private amenity space in the form of balconies and a roof garden]*
- Supported housing:
  - (a) access from bus stop - Externally this is a longish route around the building, but most importantly down a slope of 3 metres; Residents could go through the main housing entrance, but surely this will be electronically controlled (a difficulty for them) - from there they would then go down one floor to the lower lobby, out into the open to their own block entrance, and then around to and up the lift to their flat. In a nutshell, a tortuous route for the least mobile. *[Level access will be available via East Lane – a distance of approx 95m from York Way which is considered reasonable]*
  - (b) relationship of common room and an external sitting area - these are needed and should be linked for this type of accommodation; The small landscaped court seems to be intended for all residents, supported included. For the latter it is severed from their common room by a public path and is far from the ideal of being semi-private; This should be improved; supported residents we assume will also have full height window/doors - important to ensure visual contact with the outside; We wonder if supported residents are expected to use the refuse bins - another tortuous process. *[The semi-private communal space in the location provided is considered to offer the best layout in terms of circulation and access and optimising the benefit of available open space areas for all. One Housing has requested that no private amenity space be provided for the supported housing but advised that staff will engage residents in actively using the open spaces and facilities in the area as part of a wider healthy living strategy. The supported housing will have access to the same refuse store as other residents, however will be able to access directly by an internal door off the lower ground communal area]*
- Commercial premises: it is right to have these as a buffer at ground level, but are they intended as shops - or could they be for other B uses? We think shops serving the majority of housing would be better grouped around the junction with York Way, beyond block R5. There a range of facilities could be provided to meet everyday community needs i.e. more than just a convenience store; We accept there is the problem of phasing with this - R4 residents need shops soonest; Could the shops at Copenhagen St be their stop gap until other phases are completed? *[These frontages, including that beyond R5 may be any permitted uses B1, D1, D2 or A1-5, as set out in Annex B of the outline permission 'Development*

*Specification'. These uses need to be notified to the Council prior to occupation whereupon there is a measure of control under schedule LL of the Section 106 over the relative proportions of retail and food and drink uses North and South of the Regents Canal. However there is no remit for defining any particular concentration of service uses in the location referred to by the KXDF.]*

- Skateboard park: We imagine this will be designed to be secure at night. If not it could prove a nuisance to residents - the experiences of residents around Canteloves Park attest to the need for enclosure - they are on record. *[It is considered that the proposed recreation space can be distinguished from similar facilities elsewhere by its location on a managed estate which will have 24 hour CCTV and staffing. Details of the design to be required by condition – see paras 6.66-6.68 below]*
- Refuse wheelies: These are located, as they should be, out of the way, but rather too much so. The ideal is for them to be en route out of the building - not down a flight, through doors to the outside and back in to the bin store thence back up again to go on one's way. *[The lower ground level will have direct and level access afforded by all lifts. The location of the binstores at this level has regard to the preference for active uses on York Way. It is not considered that the use of the lower ground entrance will be a particular inconvenience to residents wishing to drop off refuse]*
- Cycle stores: Access to these also needs to be more direct. *[Access to cycle stores is again via the lower ground lobby –approached via 2 doors, and not considered inconvenient]*
- Balconies/contact with the outside: We are concerned that the percentage of dwellings with balconies is too low, while acknowledge that, at least, family flats with the larger number of bedrooms all have balconies. But few of the two bedroom dwellings, which will also house families, have balconies. The placing of balconies has, to quite an extent, been influenced by aesthetic considerations - at corners and spanning the middle block. With adjustment a higher percentage of provision is surely possible; In mitigation, we note that all dwellings have full height door/windows in living spaces with external protective balustrades - good. *[All 3 and 4 bed units and 65% of 2 bed units have been provided with a private balcony. This is considered a favourable amount in conjunction with the communal open spaces also provided within both R4 and the wider KX development]*
- Landscaping: it is difficult to fully appreciate intentions from the drawings; basically we have the same concerns as we had with 'Sainsburys' (R2) - a building block sitting tightly in a ring of pavement. More attention has been given here to navigating the slopes. The wider planted pavement on York Way is commendable - but the sides and back seem constrained and severe. *[The public realm provision within R4 is considered to accord with the Public Realm Strategy and Landscape Parameter Plans of the outline permission –see 'Landscape and Public Realm' section of report assessment below]*

4.9 **Met Police Design Adviser** – The idea of a skateboard park/recreational area in this location may not be too problematic so long as a number of points are

considered. The applicant should be requested to provide a management plan covering the below and other points that the planning authority might seek:

- proximity of the facility to abutting residential or commercial premises
- will there be a secure perimeter fence or open to all?
- will there be treated surfaces to deter graffiti?
- will there be external additional lighting?
- what equipment will be provided?
- what hours will the facility be available?
- who will be responsible for ensuring safety and security?

*[Management and security will be addressed by the public safety strategy required under the KX S106 Agreement. A condition to secure full design details is proposed to be attached –see ‘Landscape and Public Realm’ section of assessment below]*

- 4.10 In terms of other issues within the public realm, the Met Police consider that entrances will benefit from adequate natural and artificial surveillance and are directly accessible from public areas. The lighting could be further enhanced with additional fixtures and levels of illumination to provide added security.
- 4.11 **One Housing Group** - As the Registered Social Landlord intending to take on the affordable housing for this and certain other plots of the Kings Cross Site, One Housing have written in support of the application. OHG state that they have been closely involved in the design and have to date been extremely impressed with design team and the high quality of accommodation to be provided. They believe that the R4 building is well placed and well served by its surroundings, will provide a good overall specification in terms of individual units and is sensitive to the residents that will be housed. The exterior of the block will be ‘tenure blind’ with a contemporary feel.
- 4.12 The building, as the first affordable housing block to come forward in the KX development, will mark an important phase in the regeneration of the area and provides a range of tenures including much needed bespoke mental health supported accommodation.
- 4.13 The 15 units with associated communal facilities for people with mental health needs included in R4 have been progressed in conjunction with Camden Adult Social Care commissioners. The scheme represents a key element of the Mental Health Accommodation Strategy 2008-11 and was highlighted at the launch of the strategy as an example of how people within the Borough would be supported in their own homes rather than residential care, to help them gain independence and focus on recovery. It is significant that the Kings Cross development includes this provision as it reinforces the message, as the strategy states, that Camden is a borough of opportunity for everyone.

#### **Adjoining Occupiers:**

- 4.14 There are no adjoining occupiers to the site area affected by this reserved matters submission and therefore only the various amenity groups and resident associations for the wider surrounding area were consulted. However, a site notice was displayed. No responses were received.

## **5. POLICIES**

- 5.1 The December 2006 outline planning approval forms the basis for determining the reserved matters approvals for the various development zones that make up Kings Cross Central.
- 5.2 The outline approval was itself based on an assessment of national, regional and local policies existing at the time. Where these policies change, their influence can only over-ride on matters which have not already been set down in principle by the outline permission.
- 5.3 In the case of the current reserved matters submission and details for approval, the policies considered to be of particular relevance are set out below, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations:

### **Camden Replacement Unitary Development Plan –adopted June 2006**

- 5.4
- SD1 – Quality of life (*complies*)
  - SD6 – Amenity for occupiers and neighbours (*complies*)
  - SD7B – Noise/vibration pollution (*complies*)
  - SD8 – Disturbance from demolition (*complies*)
  - SD9 – Resources and energy (*complies*)
  - H1 – New Housing (*complies*)
  - H2 – Affordable housing (*complies*)
  - H7 – Lifetime homes and wheelchair housing (*complies*)
  - H8 – Mix of units (*complies*)
  - B1 – General Design Principles (*complies*)
  - N4 – Providing public open space (*complies*)
  - N5 – Biodiversity (*complies*)
  - T1 – Sustainable transport (*complies*)
  - T2 – Capacity of transport provision (*complies*)
  - T3 – Pedestrians and cycling (*complies*)
  - T8 – Car-free housing (*complies*)
  - T12 – Works affecting highways (*complies*)
  - T13 – Adoption of highways and other access routes (*complies*)
  - C3B – Play facilities (*complies*)
  - SKC1 – SKC4 Kings Cross Opportunity Area strategic policies (*complies*)
  - KC1 – Mixed use Development (*complies*)
  - KC2 – Prioritisation (*complies*)
  - KC3 – Economic activities (*complies*)
  - KC4 – Housing (*complies*)
  - KC5 – Transport (*complies*)
  - KC6 – Transport accessibility and safety (*complies*)
  - KC7 – Parking (*complies*)

### **Supplementary Planning Guidance**

- 5.5 Camden Planning Guidance 2006- Access for all; Affordable housing; Air quality; Biodiversity; Construction and demolition; Contaminated land; Cycle parking and

access; Daylight and sunlight; Design; Designing safer environments; Energy and renewables; Facilities for children and young people; Materials and resources; Noise and vibration; Pedestrian movement; Public open space; Residential development standards; Sustainable design and construction; Transport assessment; Vehicle access/servicing; Waste and recyclables; Water.

### **Strategic and Government Policy**

- 5.6 London Plan (Consolidated with alterations since 2004) February 2008 PPS1, PPS3, PPG13.

## **6. ASSESSMENT**

- 6.1 The application is the second stage of a two stage process for securing full planning permission. The R4 proposals already benefit from planning permission in outline form. This covers matters of principle such as range of permissible uses, maximum height and floorspace parameters and an overall masterplan for access, layout and principal public realm.
- 6.2 This reserved matters submission provides the final level of detail to 'flesh-out' the form and use of the buildings within the defined parameters of the main site development specification of the outline permission. It also needs to observe the relevant requirements of the Section 106 agreement that was entered into by Argent at the time.
- 6.3 The *reserved matters* are defined on page 31 of the outline planning permission decision notice as:- layout (except as shown on parameter plan KXC005 Rev T); scale; appearance; access (except as shown on Parameter Plan KXC007) and landscaping within the broad disposition and layout of the Landscape Proposals Plans already approved in outline.
- 6.4 The principal considerations material to the determination of this reserved matters application are therefore summarised as follows:
- Development context (Compliance with the parameters and development specification defined in the outline permission);
  - Residential layout and design (including mix);
  - Design (in terms of townscape quality, scale and appearance);
  - Landscape matters (including provision of open space/play space, community safety and biodiversity);
  - Transport and access;
  - Other matters required in compliance with various conditions and the Section 106 agreement (covering matters of sustainability, noise mitigation, archaeology and ground contamination)

### **Development Context and compliance with parameters**

- 6.5 The following section considers compliance with the parameters and related reserved matters conditions of the outline permission insofar as they are relevant to Zone R and the northern 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 their submission which has aided the assessment of the main facets of the R4 building as set out below.

- 6.6 Building R4 comprises part of a wider mixed use development of R Zone in the area north of the Regents Canal. It comes within the First Major Phase of development as shown on the Illustrative Build-out Plans included within the Compliance Report to address condition 20. It makes up part of a total 144,246 sqm built floorspace so far applied for, thus fulfilling the 140,000 sqm requirement of condition 14 to be submitted before the expiry of 6 years from the grant of Outline Planning Permission.
- 6.7 Conditions 31-36 of the outline planning permission sets 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. 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 R4 reserved matters proposals have been prepared with reference to the relevant parameters as prescribed by conditions 31, and 33-36 (condition 32 being irrelevant dealing with retained buildings and structures of which there are none).

*Development composition and floorspace*

- 6.8 The Revised Development Specification annex B defines Zone R to comprise a mixed use development including Class B1 employment and residential use. It also provides scope for D1 community and education, D2 leisure and shopping/food and drink uses (A1/A2/A3/A4/A5). It refers also to parameter plans KX008 and KX009 which, in respect of R4, would provide for any of the permitted uses along ground floor street frontages and predominantly residential above.
- 6.9 Building R4 accords with this specification in providing a predominantly residential development with commercial uses on the ground floor fronting York Way. The reserved matters propose for the commercial uses to be in the form of two similarly sized units arranged either side of the residential entrance foyer but does not define exactly which of the permissible use classes they will entail. This is allowed for by the outline permission (condition 27) which would require details of the uses to be submitted prior to their commencement. Additional controls exist over the relative floorspace composition of these uses and the acceptability of food and drink uses in residential areas under the 'Retail Framework' provisions in Schedule LL of the s106 agreement.
- 6.10 Condition 33 sets a maximum limit on development floorspace, cross referring to Table 1 and Annex B of the Outline Development Specification. Condition 34 then splits the figure for areas to the north and south of the canal. Condition 35 sets the range of uses as permitted and sets limits for different parts of the King's Cross Central site. Condition 36 then distributes those use limits across specified zones.
- 6.11 The proposed uses, as submitted to date, fall within the maximum limits for Zone R and the area north of the Regents Canal as specified in The floorspace proposed by this R4 submission is reflected in the running totals for Zone R, the land north of

the Regents Canal and the site as a whole shown in the table below. It can be seen that the floorspace totals remain within the maximum thresholds set by Table 1 and Annex B of the outline permission, while also remaining within the overall development total set by condition 33:

Area	Total (m2)	Use Class maxima m2 (final uses must not exceed total for zone)				
		Residential	Class B1	Class A1-A5	Class D1	Class D2
<b>R4 Proposed</b>	<b>11,761</b>	<b>11,274</b>	<b>487</b>	<b>487</b>	<b>487</b>	<b>487</b>
R2 approved	48,522	N/A	45,002	1,681	258	569
Zone R Maximum	99,675	46,000	50,000	1,675	2,000	8,475
Zone R Total to date	60,283	11,274	45,489	2,168	745	1,056
T1 approved	29,045	14,950	N/A	587	N/A	N/A
Eastern Goods Yd approved	55,190	N/A	2,249	10,676	42,265	N/A
Total to date	144,518	26,224	47,738	13,431	43,010	1,056
North of Canal Maximum	468,480	171,275	234,000	30,865	67,880	24,275
Site total Maximum	713,090	Figures not required at this stage				

Note: Floorspace figures do not include plant and ancillary storage as these are excluded for purposes of Table 1 of the outline permission.

- 6.12 Externally, the public realm areas include the construction of the northern section of East Street. This connects with York Way by way of a new vehicular junction at the western corner of building R4 (junction 2 on parameter plan KXC007 - Principal access & circulation). On the south east side of the building the northern continuation of York Street connects with York Way as provided for by junction 3 on KXC007, albeit that this is a pedestrian junction only. These new routes would maintain the key connections between this part of Kings Cross Central and the wider area as envisaged by the outline permission. A new landscaped pedestrian lane, East Lane provides a new east-west route and informal public open space within the limits of deviation for the route 'R3' shown on KXC007.
- 6.13 A more formal recreation space is included within the proposals to the south-east of the R4 building and is provided for by KXC004 - Principal public realm areas, being shown as 'York Square'. It is indicated in the reserved matters that this space could be used as an area for active teenage recreation such as a skate park. The merits of this, along with the other public realm aspects will be addressed under the 'landscape' section of the assessment further on in this report.

#### *Building Height and massing*



- 6.14 Parameters on building height and massing are defined by KXC013 and 014. KXC013 provides that a maximum of 25% of the total floorspace of Zone R as a whole may be constructed 30m or more above finished ground levels measured in this case from the main building entrance on York Way. This corresponds to between levels 10 and 11 of the R4 building. The total floorspace exceeding this has been calculated to be 1,184sqm amounting to 10% of the R4 building floorspace as a whole. Given that the equivalent figure already approved for R2 was 12%, the cumulative total is comfortably within the permitted massing range.
- 6.15 In terms of height, the relevant parameter for this part of R zone is +74.0 m A.O.D. The reserved matters for R4 exceed this by 0.3 m as has been described above in paragraph 2.12 of this report. This very small deviation is considered to be de-minimus and is acceptable.

#### *Green/brown roofs and wind turbines*

- 6.16 The site is within a priority zone for wind turbines which are proposed, but not for green roofs although some are provided. In regard to the wind turbines there is a further minor deviation from the parameter plans –this time affecting KXC021. This involves the use of roof mounted photovoltaic panels in favour of wind turbines as the panels would provide just as much sustainable energy but be far less noticeable in terms of visual prominence, potential noise and flicker. It is considered that the substitute parameter plan KXC021 rev B in this connection can be accepted as a minor amendment.

#### *Conclusion*

- 6.17 The various submissions demonstrate that the building proposed is within the agreed parameters dictating the form of the development and in compliance with conditions 27, 29, 30, 31 and 33 - 36 of the Outline Planning Permission. Proposed change to parameter plan KXC021 can be accepted as a minor (non-material) amendment.

#### **Residential layout and design**

- 6.18 The housing offer within Zone R4 has been formulated in close discussion with One Housing Group and the Council's Housing Partnership Team. The proposed scheme mix and design of the accommodation has been tailored to address identified needs within the Borough of Camden. Both One Housing and Housing Partnerships have expressed their support for the R4 proposals and HCA funding has been secured.
- 6.19 In terms of the outline permission, the residential mix for the Kings Cross scheme as a whole is controlled both by various conditions (39, 42 and 42A) and section NN of the S106 Agreement. Condition 39 sets minimum and maximum thresholds on residential floorspace and number of units –i.e. not less than 137,200sqm GEA and not more than 1,700 units. The floorspace is broken down into tenure types by condition 42 which stipulates a minimum of 53,670sqm GEA of affordable housing across the site (to deliver 42,436sqm NIA) and a minimum of 41,175m2 GEA of socially rented housing floorspace across the site (to deliver 32,940m2 NIA).

Condition 42A deals with unit size requiring a minimum of 23% of units to be provided as three and four bedroom accommodation. The R4 proposals need to fit in to this framework in conjunction with the other emerging development zones containing housing.

- 6.20 The Section 106 requires the delivery of 750 affordable units in total specifying a 'Baseline Mix' (S106 pg 191) to break this figure down into numbers of units within each tenure type and by unit size. Section NN also sets out information on a whole range of agreed assumptions and standards relevant to the housing elements of the Kings Cross development. These controls apply to the Kings Cross Central site as a whole and therefore require on-going monitoring which will become increasingly important as subsequent reserved matters submissions come forward. In addition the section 106 (NN, clause 1.1) takes a phased approach to the delivery of market housing dependent upon specified trigger thresholds of affordable housing from the baseline mix.
- 6.21 To date there has only been one other reserved matters including housing which is building T1 in the far west of the Kings Cross site. The 102 proposed residential units are split roughly 50:50 in terms of affordable and market housing. These are not likely to come forward until a later phase of development when the buildings and infrastructure connecting this part of the site with York Way are at a more advanced stage.
- 6.22 In contrast to T1, block R4 will be a wholly affordable housing scheme. One Housing has been selected as the Registered Social Landlord and has already secured funding from the Homes and Communities Agency. As such it is considered that R4 will play an important part in bringing forward a substantial portion of the baseline mix and enabling other aspects of the Kings Cross development to progress.
- 6.23 The proposed unit mix and floorspace for building R4 is set out in a Housing Delivery Plan submitted by the applicant in compliance with condition 24. This is to assist in monitoring of the Baseline Mix and for the purposes of conditions 39, 42 and 42A and is summarised in the table below:

TENURE	1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 5P	4 Bed 6P	TOTAL	Floorspace (GEA sqm)	Floor space (NIA sqm)
GN Social Rented	16	13	11	23	15	78 (67%)	7,448 (66%)	5,943 (75%)
Shared Ownership/ Rent to buy	17 (7)*	7 (3)*	0	0	0	24 (21%)	1,926 (17%)	1,239 (16%)
Supported housing	15	0	0	0	0	15 (13%)	1,900 (17%)	778 (10%)
TOTAL	48 (41%)	20 (17%)	11 (9%)	23 (20%)	15 (13%)	117	11,274	7,960

\* Number of units with option to rent to buy shown in brackets

- 6.24 Building R4 would deliver 3 main types of affordable housing: 78 units of general needs social rented, 24 units of intermediate shared ownership/rent to buy housing and 15 rented units of specialist supported housing for mental health needs. There is no private housing to be included in building R4.
- 6.25 The supported housing is included at the request of Camden Housing. These units would be a specialist form of social rented housing where vulnerable people with mental health needs can adjust to independent living whilst receiving assistance from on-site and visiting care workers. The supported units are self contained accommodation with some ancillary communal spaces, e.g. common room and kitchen, along with a reception and staff room. A consequence of this is that the additional facilities included with these 15 supported units makes them equivalent to 21 specialist social rented units in floorspace terms under the Kings Cross Central section 106 Agreement. Officers consider that it is appropriate in principle for this to be taken into account in calculating the Baseline Mix for the Kings Cross development as a whole.
- 6.26 The intermediate units would be targeted at key workers mainly for shared ownership. However 10 of these units will have the option for 'rent to buy' where tenants can initially rent at a less than open market rent for a minimum of 3 years with the option then to purchase on a shared ownership basis.
- 6.27 The 10 rent to buy/shared ownership units have been included in lieu of Key Worker Sub-market Rented studios required by the Section 106 Agreement at the request of One Housing Group. The substitution of one form of intermediate housing with another is allowed for within the Section 106 Agreement provided that this is agreed as being similarly affordable. One Housing Group's experience is that most key workers would prefer to purchase a larger 1-bed or 2-bed shared ownership property rather than rent a smaller studio. Officers have accepted that offering such units for shared ownership on an initial 25-40% equity would be more flexible in addressing housing needs and offers homes at just as affordable a price as the smaller rented key worker studios. Officers have agreed that these 10 No. 1 and 2 bedroom units would be the equivalent of 19 Key Worker Sub-market Rented Studios and the substitution would therefore be effected on that basis.
- 6.28 The 117 units within R4 would thus be the equivalent of 132 units for the purposes of the various triggers and thresholds in the Outline Permission conditions and Section 106 Agreement. It is recommended that this be noted by way of an informative included on any grant of reserved matters permission and that subsequent recording of R4 in formal mechanisms for monitoring the Baseline Mix be adjusted accordingly. The table at paragraph 6.23 of this report is amended below for future monitoring purposes:

R4 accommodation schedule for monitoring purposes

TENURE	1 Bed /studio	2 Bed 3P	2 Bed 4P	3 Bed	4 Bed	TOTAL	Floorspace (GEA sqm)	Floorspace (NIA sqm)
GN Social Rented	16	13	11	23	15	78	7,448	5,943

Specialist Social rent	21					21	1,900	778
Key Worker sub-market	19					19	Part of shared ownership	Part of shared ownership
Shared Ownership	10	4	0	0	0	14	1,926	1,239
TOTAL	66	17	11	23	15	132	11,274sqm	7,960sqm

6.29 There is considered to be a good spread of unit sizes across the tenures, although as is generally expected given affordability issues, there is a relatively low provision of 2-bedroom intermediate units. The lack of any 2 bedroom units in the supported housing units has been agreed with Camden's Housing Partnerships Needs and Access Team. The 15 No. 4-bed units are particularly welcome as is the provision of 14 wheelchair accessible units which represents more than the 10% standard normally sought.

6.30 The R4 proposals for a wholly affordable housing block come forward within the framework provided by section NN, clause 3.1 of the S106 Agreement which requires affordable housing to be distributed across at least three of the development zones J, P, R, S and T. The accommodation split between tenures would be 80:20 social rented and intermediate units, but given that the supported housing is designed largely as a free standing element, a more accurate reflection of the mix would be to consider the social rented and shared ownership separately, resulting in a 76:24 split. Whilst it is noted that this would still exceed the 70:30 ratio that would normally be sought within an affordable housing scheme, this must be considered in relation to the agreed mix of tenures and non-residential uses across the site as a whole as well as the well thought out internal arrangements and the high quality of design (see below).

6.31 Overall, the proposed residential accommodation to be provided in buildings R4 and T1 is considered to comply with the conditions and Section 106 requirements of the Outline Planning Permission. As part of a mixed and balanced community it is considered that the proposed mix of accommodation to be provided in R4 is acceptable.

#### *Design and layout*

6.32 The R4 scheme has been designed in consultation with One Housing and Camden's Housing Partnerships Needs and Access Team.

6.33 The building is arranged as two components separating the supported housing entrance and reception area on East Lane from the general needs social rented and shared ownership housing main foyer area on York Way. This is a practical solution necessary for the additional care and management arrangements applicable to the supported housing. The shared lifts between the shared ownership and social rented accommodation in the north east core is acceptable on

the basis that there will be fob access to the shared ownership units which are located on the upper floors.

- 6.34 The layout of the upper and lower ground floor service and entrance areas has been designed to address both residential amenity and community safety in terms of maximising active frontages. This has informed the location of most of the services on the lower ground floor. The refuse room is located externally from the general needs and shared ownership lift lobby areas with its entrance facing the courtyard adjacent East Lane. This utilises the natural slope of the site minimising the external face of the store and allowing for active uses on the main frontages of York Way and East Street. Whilst residents wishing to drop off refuse will have to use the lower ground floor entrance to leave the building, this is not considered unduly problematic given that all lifts serve the lower ground floor lobbies.
- 6.35 The supported housing would utilise the same refuse store as the remainder of the housing in R4, although would be able to access the store via an internal doorway from the lower ground floor communal area which is welcomed.
- 6.36 Unit sizes are generally of a good standard. The larger family sized units in particular have flexible layouts including open plan kitchen/living areas which could be easily partitioned if required. The general needs social rented and shared ownership flats in the main block are designed around two stair and lift cores which subdivide the accommodation into manageable sized pods of not more than 5 units each. Single aspect accommodation is avoided in all cases but a few one-bed units, and there are no long corridors.
- 6.37 Amenity space is included on site with the shared ownership accommodation having access to a communal roof garden at 10<sup>th</sup> floor level. 56% of all units in the general needs and shared ownership block include a balcony. These are arranged particularly to benefit the larger family sized units. With regard to the Supported Housing, it is understood that One Housing Group's specification for these units requested that no private amenity space, including Juliet balconies be provided for these units with the preference being for good quality internal space. Full height windows are provided on all floors of the Supported Housing except at lower ground level to maintain the privacy of residents.

#### *Lifetime homes and wheelchair housing*

- 6.38 The S106 (section NN, clause 12.1) provides that 10% of the total Social Rented units and up to 10% of the total Market and Intermediate Housing units are to be Wheelchair Accessible Homes. The Access and Inclusivity Statement submitted in response to condition 19 states that 14 of the units, representing 12% of the total R4 residential, will be wheelchair accessible or easily adaptable as such. This figure can be broken down as 7 general needs social rented, 4 intermediate units (wheelchair adaptable) and 3 supported units. These will mainly be 1-bed units to meet a particular need in Camden identified in discussions with the KX Access Forum. Camden's access officer is satisfied that these units will meet the required level of accessibility.

- 6.39 Clause 5 in Section V of the section 106 also requires the detailed design of all residential units to as far as possible meet Lifetime Homes Standards, highlighting any standards that cannot be achieved to the Council's reasonable satisfaction. The detailed plans included in the Details of Proposed Residential Accommodation report have enabled the Council's access officer to confirm that these will all meet lifetime homes standards.

#### *Daylight and sunlight*

- 6.40 The design of R4 building has clearly been designed to optimise levels of amenity for its occupants. Part of this has been to have regard to availability of natural daylight and winter sunlight, appreciating that summer sunlight can be a disadvantage in terms of over heating. The double aspect units, full height glazing, the south-facing orientation of the L-shape plan and stepping down of the building height at the south-western end all play a part in achieving this.
- 6.41 A residential daylight and sunlight report has been prepared by WSP and submitted as required by condition 43. This shows that habitable rooms above level 4 of the R4 building will in the majority of cases achieve recommended BRE national daylight guidelines. Where recommended levels are not achieved, these are mainly bedrooms which require the lowest light levels according to BRE. Notably the cases of rooms which are not bedrooms falling below the BRE recommended levels are those provided with balconies. Balconies generally are a welcome feature of the scheme and provide an added amenity in themselves, although do tend to have a shading affect on the window below. The desire to optimise natural daylight within the units must therefore be balanced against the advantages that would be foregone by not having balconies.
- 6.42 At 4<sup>th</sup> floor levels and below, the units become more vulnerable to the added affects from shading by proposed surrounding buildings and by the L-shaped configuration of the R4 building itself. Despite these influences 59% of habitable rooms on these floors still achieve daylight levels above recommended guidelines. Again, the worst affected cases are bedrooms and rooms affected by balconies. These rooms with full width recessed balconies are due to their deep open plan nature, vulnerable to low light levels, even without balconies. Being an average figure the ADF (i.e. 'average daylight factor') will be lowered by the extremities of these rooms being poorly lit. These rooms are also south facing which will mean they will benefit from sunlight, particularly in winter when the angle of the sun is low. Overall it is considered that the daylight and sunlight levels achieved are not uncharacteristic of similarly dense developments throughout central London and other highly accessible locations and are thus viewed as acceptable.

#### **Design and Townscape**

- 6.43 In assessing reserved matters in relation to the building's appearance and contribution it makes towards the townscape the Council must have regard to the Urban Design Guidelines for the area to the north of the Regents Canal. Although not formally part of the outline permission, these were prepared to inform the evolution of the original master plan and guide subsequent consideration of detailed applications. An Urban Design Report has been submitted with the

reserved matters to inform upon the design of the building and townscape, and in order to meet the requirements of outline planning Condition 24.

- 6.44 Building R4 falls between two public space areas of the scheme identified in the Guidelines, these being York Way and the Northern Streets. These contrast in a number of ways; firstly in that York Way is an existing major London arterial Road. This will always be the case but there is a need for the Kings Cross development to transform its character from that of a place of alienation and disorientation into one of well ordered, functional familiarity, diversity and interest. On the other hand the Northern Streets will be an entirely new area of London. The Design Guidelines seek to promote a finer grain with the streets forming a 'network of capillaries connecting places and offering a wide choice of routes'. The streets should be pleasant to walk along and the buildings should promote a conducive environment through achieving coherence and continuity in both their design and sense of enclosure to the streets. In this way the design of R4 needs to have regard to the context of any other buildings already approved within this part of the Kings Cross development.
- 6.45 Although not constructed, the design for R2 has been approved which will form the future context to the south. The proposed design for R4 has similarities with the approved R2 which helps establish a shared character for the R zone as a whole. The aesthetic connection between the buildings is formed through a shared concept of restrained brick faced envelopes with reduced upper floor plate which give interest to the skyline.
- 6.46 Although a consistent approach to materials and details is taken across the building the building's form is expressed as four blocks of different heights. Subtle variations in the pattern of solid (brick walls) to void (full height glazing) give further distinctiveness to the individual blocks and adds interest. Depth and shadow are employed at two scales; firstly through the recessed balconies and secondly at a smaller scale through the brickwork ribs and windows reveals. Together this depth provides a comfortable and necessary degree of weight and solidity to the building while also adding rhythm, and vertical expression. The corner balconies visually reduce the mass of the building and give articulation to the edge profile. In addition to the bricks are Portland stone coloured concrete lintels which overlay some horizontality while glazed terracotta panels picking up on the red tiled façade of the old York Road Station are employed to express key elements such as the entrances and balcony reveals. The east elevation, which would be very prominent in views from York Way, uses the form of the balconies and the terracotta highlights to great effect.
- 6.47 The building has a strong legibility, not only in expressing its use, but in the clarity of the entrance openings. The residential entrance is located with a double height colonnade and is visually open through to the garden behind. There is a strong band of brickwork between the commercial and the residential which hints at a plinth and gives visual weight to the bottom of the building. The private uses at street level are finished in the glazed terracotta making them distinct from the shop units and providing activity through colour, texture and brightness. Balconies have enclosure and protection to two or three sides making them usable and habitable.

- 6.48 The R4 building design is considered to be successful in reuniting the desire for continuity with buildings already approved, with the needs for achieving animation and interest in the street scene. The design will also deliver a pleasant and accommodating environment for its future residents. Overall this is considered to be a high quality building which has been thoughtfully designed.

### **Landscape and public realm**

- 6.49 In considering the public realm, regard needs to be had to the Public Realm Strategy for the outline application, which is the equivalent of the Design Guidelines document for shaping the open landscaped spaces of the development.
- 6.50 The R4 proposals include new areas of public realm in the form of the northern part of East Street for pedestrians and traffic; the pedestrian dominated route ways of East Lane and York Street (northern part); and frontage to York Way. The reserved matters also include two new amenity spaces; the intimate 'semi-private' courtyard garden between East Lane and the R4 building entrances; and an active recreation space to the south between R4 and Q Zone next to York Way.
- 6.51 The Public Realm Strategy intended that the northern streets to the north of the Goods Yard would form a normal London street scene. East Street will form the principal north-south route through R Zone and in many ways will conform to the image of a normal street with familiar blacktop carriageway and silver grey granite kerbs. However pedestrian priority is a design aim for Zone R and East Street south of East Lane will be part of a wider Homezone strategy emerging for the routes in this part of the development. In this connection a plan for R zone is in the process of ongoing discussion between Argent, officers and local consultation groups. The plan will detail the likely movement of people and vehicular traffic through the area and identify how best to facilitate pedestrian priority with regard to safety and access for all. Once the wider designs in this regard are resolved they will require submission for approval either independently or as part of proposals for a subsequent sub-zone. An informative should be attached to any planning permission to note this requirement.
- 6.52 A key feature of the intended pedestrian movement strategy indicated on the currently submitted landscape plans is an extensive area of raised pavior at the junction of East Street and East Lane. This will provide continuity of an east west pedestrian route linking the amenity spaces proposed with R4 to a planned green space at the centre of R zone, which in turn will link through to Cubit Park. The sequence of green spaces into which R4 will fit is illustrated at figure 35 of the reserved matters Urban Design Report reproduced as an appendix to this report.
- 6.53 Street trees are provided along both East Street and the York Way frontage as far as existing underground infrastructure will permit. A particular constraint has been the presence of a Victorian Gasworks tunnel which runs past the south east corner of R4 and crosses beneath York Way. A consequence of this is the preclusion of any tree planting along the edge of the York Way recreation space.
- 6.54 Elsewhere within the proposed amenity spaces, the opportunity for tree and shrub planting has been taken as far as is able without; a) compromising the security advantages of passive overlooking from adjacent buildings, and b) adding further to



shading of these spaces which are already affected by the densely built character proposed for this part of the development. The restricted availability of sunlight to much of East Lane has informed the landscape design such that only shade-tolerant tree and plant species have been selected. A mix of lawn and hard landscaping interspersed with planted beds is proposed for the East lane courtyard garden. This space is on multi-levels utilising the slope of the land. Planting will incorporate some taller specimens to give height to the space and relate positively to the scale of surrounding buildings. Notwithstanding the predominantly shaded nature of East Lane it is nevertheless considered that a pleasant informal green space can be created here to act both as a refuge from the busy York Way and to complement other green spaces of the development.

- 6.55 The microclimate conditions around Building R4 have also been considered in relation to wind tunnelling. The East Lane courtyard garden being partly sunken and sheltered on almost all sides is not expected to be unduly affected by prevailing winds. Tree planting on east lane itself is designed to combat the worst effects of any wind tunnelling arising between buildings R4 and R2. A wind assessment which formed part of the Environmental Statement for the outline application considered that “the proposed development and tree planting along the western frontage of York Way would shelter pedestrian users from south-westerly winds” and thus would actually improve conditions. On this basis R4 was not highlighted as an area warranting further examination in terms of wind tunnel modelling.

#### *Private amenity spaces*

- 6.56 Within the building envelope, a rooftop garden is proposed at level 10 as part of the shared ownership component. This will be flanked on its east and west sides by residential units and is enclosed to the north and south by full height screen extensions of the main façade. These screens will be latticed to allow views out but protect from wind. Simple hard landscaping will be complemented by container planting and seating. It is considered that this will provide a sunny and pleasant space in which to sit and relax.
- 6.57 Although not accessible for recreational use the roof above the four storey Supported Housing will be highly visible from apartments in R4 as well as from offices in R2 and will provide an attractive location for a green or brown roof. This is proposed despite not being within a ‘priority zone’ for green and brown roofs identified in KXC021 and therefore is a welcome addition in principle. Officers would encourage recycling of crushed masonry as is suggested in the Environmental Sustainability Plan to provide enhanced habitat value as these can provide attractive features in close proximity to overlooking residential windows or balconies once established due to their wildlife interest.

#### *Access for all*

- 6.58 The public realm is designed to be legible and level differences within the subzone have been addressed successfully, ensuring that wherever steps are present an alternative ramp route is available in compliance with condition 12.

- 6.59 There is a general desire to minimise street clutter and to where possible fix lighting to the sides of buildings. Street furniture has therefore been kept to the minimum. A site-wide strategy for lighting, signage and street furniture is currently being devised in conjunction with Camden highways officers, and in consultation with the Kings Cross Access Forum and such details should be required as a condition to any reserved matters approval granted.
- 6.60 With regard to details for the wider Home Zone, this is currently being discussed with the applicant as referred to above, and will be the subject of a separate submission in the future.
- 6.61 Overall the access and inclusivity statement submitted for the purposes of condition 19 would appear to provide a sound commitment to the development being accessible and meets the requirements of the condition.

#### *Community safety*

- 6.62 It is considered that the public realm within the scheme has been designed to enable a good level of security for its intended occupants. Access points to the residential units will be visible and/or easily defensible and open spaces will benefit from 24 hour security from natural surveillance due to the mix of residential and office uses in R4 and R2. On the York Way frontage both the R4 flats entrance and the commercial refuse stores entrances share the same access which is recessed beneath the main building frontage at upper ground level. The level of footfall associated with the flats, passers by on York Way and the proposed external and internal lighting of the residential foyer is considered likely to ensure that this space is a secure, well maintained and crime free space.
- 6.63 As an affordable housing scheme the building will be required to attain Secured by Design accreditation. This is likely to entail the placing of cctv at building entrances. The Metropolitan Police are in ongoing discussion with the applicant regarding a Secured by Design specification.
- 6.64 The lighting could be further enhanced with additional fixtures and levels of illumination to provide added security. The Urban Design Report describes lighting to the foyer, East Lane Garden and other areas within the proposal. Details of this can be controlled by condition.
- 6.65 It should be noted that the details of street furniture, crossovers, paving and lighting within the areas of public highway will be subject to detailed approval by Camden Highways Engineers and therefore may vary from those indicated for planning purposes.

#### *Recreation space/skate park*

- 6.66 The landscape reserved matters include proposals for a new active recreation space. This space will be more generous than envisaged in the KXC masterplan due to the effective removal of the road junction JN3. It is intended that this space will be aimed primarily at older children/teenagers, potentially being in the form of a skate park. An active recreation space in this location is welcomed in principle given the number of families likely to be housed within R4 and in the Kings Cross

development generally. The location would lend itself to active forms of play given the natural contours of the site and traffic noise from York Way is not likely to be of concern to users. At the same time the generally high ambient noise and activity of York Way will help to make any noisy activity associated with the space less noticeable to residents.

- 6.67 Active recreation spaces of this nature can raise conflicts in residential areas and therefore careful design and management will be critical. There is no proposal for this space to be physically enclosed or locked at night. This would be counter to the open, informal appearance of the proposed landscaping scheme and the desire to create accessible inclusive spaces for all ages across the Kings Cross development. Instead the approach is to capitalise on the good natural surveillance available due to surrounding overlooking buildings and the prominent location on York Way. Proposed seating walls and landscaping around the space is designed to clearly separate the footpaths from the active space and create a sense of enclosure. In terms of management and security, a strategy of measures for ensuring community safety across the whole site will be subject to a separate approval in the future, followed up by on-going review, as a requirement of section I of the Kings Cross Section 106 agreement.
- 6.68 Details of the edge treatment of this space (i.e. seating walls and planting) are provided in the submitted Landscape Drawing Package. However further details will be required of the seating and of the design of the recreation space itself, including any equipment to be provided, additional lighting and anti-graffiti surfaces. It is considered that these matters can be adequately dealt with by condition.
- 6.69 In view of the above it is considered that the proposed landscaping details, including an active recreation space on York Way, will make a positive contribution to the amenity of the development as a whole; this being subject to further approvals of details as mentioned above.

## **Transport and Access**

### *Highways layout*

- 6.70 The R4 reserved matters are accompanied by a Highways Plan in accordance with condition 23 of the outline permission. This is required to show means of access from the existing adopted highway of York Way. The proposal shows that the site has vehicular access and simple outlined plans showing tracked drawings for the junction of East Street and York Way. The drawing SK-C-065 rev C shows swept paths and visibility splays to demonstrate that East Street and the site itself can be accessed appropriately. There will be a requirement for further detailed design to be submitted for approval to Camden as highways authority for adoption of this new signalled junction which should be broadly consistent with the submitted highways plan.
- 6.71 The proposed service layby on York Way would also require adoption as part of the highway maintained by Camden. Transport for London has responsibility for bus services using York Way and for operation of traffic signals. TfL has been consulted on the proposed works to York Way, including the relocation of the existing east bound bus stop outside of the required junction visibility splays. They note that the

new location for the bus stop has yet to be agreed and that further detail on the operation of the new signalled junction should be submitted. The applicant is in the process of liaising with TfL. These are matters that can be dealt with in tandem with the adoption process and an informative should be included to advise the applicant of the need to continue liaising with TfL over the bus stop relocation and junction signalling.

- 6.72 It is expected that Camden will also adopt the vehicular highway of East Street itself. However provision is made in the Section 106 for parts of the public realm of the development to be managed by the Developer as Development Estate Realm if for any reason an adoption agreement between the Council and Developer cannot be reached (S106 s. N). In the event of this being the case the Council will still be able to exercise reasonable control over the finishes and inclusivity of access through approval of the Homezone strategy referred to under the *Landscape and Public Realm* section above.
- 6.73 In the likely event of the adoption of East Street it is likely that certain details shown on the submitted highways plans will be subject to change through the stage 2 adoption process. Therefore an informative will be necessary to clarify that the submitted details are approved for planning purposes only and may be subject to further modification as required by Camden Highway Engineers as part of the adoption process.

#### *Servicing and refuse collections*

- 6.74 Provision for drop off and pick up together with servicing of the commercial units (including refuse collections) is made via a lay-by at the front of the building entrance on York Way. For refuse vehicles servicing the residential refuse store a manoeuvring area has been created at the western end of East Lane. This also incorporates a drop-off and pick up area for the supported flats.
- 6.75 Provision for refuse storage and collection is generally acceptable, although the 2 visitor cycle stands shown in front of each of the commercial refuse stores on York Way could impede movement of wheelie bins in and out of these stores. Consequently the applicant has amended the upper ground floor plan (116 rev A) to delete one stand on either side (4 spaces), which is acceptable. The 4 deleted spaces have been re-provided along East Lane outside the supported housing facility as shown on the amended lower ground floor plan (115 rev A) which is also acceptable.

#### *Car and Cycle parking*

- 6.76 No car parking is proposed within subzone R4. One Housing are of the view that in this highly accessible location no on-site parking is required, including for disabled residents. Disabled and other parking is available elsewhere within the Kings Cross Development including at the multi-story car park in Building T1. The residential flats would therefore in effect be car capped under the restrictive site wide CPZ to be set up under the S106.
- 6.77 The absence of any permanent wheelchair parking has been a subject of concern to the Kings Cross Access Forum. In response the applicant has indicated that the

drop-of and pick-up area on East Street and the lay-by on York Way could offer potential for some permanent disabled parking should the need arise.

- 6.78 Cycle parking should be provided in accordance with the UDP 2006 Appendix 6 standards as required by Outline Planning Condition 51. Appendix states that 1 storage or parking space is required per residential unit. In addition for visitors, 1 space is required for every 10 units or part thereof. The proposal is for 117 residential units, therefore 117 cycle storage/parking spaces are required for residents and 12 are required for visitors, totalling 129 overall. The 400sqm of commercial use however does not reach the Appendix 6 floor space threshold for cycle parking to be required.
- 6.79 The proposed cycle stores in the lower ground floor of the building R4 provide for 112 spaces (amended from 122 Josta spaces as originally submitted due to 5 stands in the corner having insufficient clearance for access). There are 6 further spaces (with 2 sheffield stands) on the lower ground floor level outside the supported flats entrance and a further 4 visitor spaces (with 2 sheffield stands) along the York Way frontage as shown on the amended ground floor plans -115 and 116 revs A. In addition 8 further spaces are shown on the landscape plans provided along East Street. Overall, there are 130 spaces provided when 129 are required.
- 6.80 Given the small margin of difference it is considered acceptable in this case for 5 secure residents' spaces in the internal cycle stores to be substituted for 6 spaces in the public realm. Therefore condition 51 has been satisfied.

*Vehicle movements associated with construction*

- 6.81 Conditions 64 and 65 limit the volume of spoil and number of lorry movements associated respectively. Condition 66 and 67 are similar, except in that they relate to imported material and associated lorry movements. Information on spoil and lorry movements to enable conditions 64-67 to be monitored is included in the submitted Compliance Report.
- 6.82 Overall, the proposal at R4 requires the net import of fill to build up the ground floor level. Some of this will be made up of spoil excavated from other development zones of the Kings Cross site. The calculations provided show that in 2010 the excavations and site leveling will involve net soil export of -3,852m<sup>3</sup> resulting in - 453 lorry movements. This has a moderating effect on the calculations provided with the T1 submission approved in April 2009 which was found to be in compliance with conditions 64 and 65; therefore the development remains in compliance with the inclusion of R4.
- 6.83 In terms of infrastructure and construction materials to be imported to the site, the scale of these is not large given that the number of lorry movements to and from the whole Kings Cross site will not exceed 15,000 in total for any year over the next 3 years. Whilst these movements are likely to be added to as subsequent development zones (including Zone B) come forward, the calculations show that so far the combined totals are well within the limits of 8,300 plus 73,000 lorries per year set by conditions 66 and 67 for infrastructure and construction.

## **Other Matters required in compliance with conditions**

### *Sustainability*

- 6.84 An Environmental Sustainability Plan for the proposed R4 building has been prepared by WSP to address the various facets of environmental sustainability as set out in condition 17. This also needs to be assessed in the context of the relevant S106 sections W, X, Y, Z and AA which enable future Council control of several of the environmental measures as described.
- 6.85 The R4 proposals subscribe to current principles of sustainable design achieving a 9.8% improvement over current national Building Regulations through use of good passive building design, energy efficient systems and technology. This compares favourably with the 5% saving required under the Section 106 clause X(6). The connection of the building to the site wide district energy supply and CHP system (as required by condition 48) will enable all its heat and hot water demand to be met while at the same time offsetting part of this demand through the electrical power generated by the CHP. The further benefits of the roof mounted photovoltaics proposed will result in a total CO2 reduction of 61.55% against Part L 2006 figures.
- 6.86 A Code for Sustainable Homes pre-assessment of the building expects a score of at least 65.44% in total which would be more than sufficient to meet the minimum level 3 rating required by condition 17(e). A further 3 points in the Energy category have been targeted in improving the building's "dwelling emission rate", which would be met if the expected carbon reduction figure of 61.55% is achieved increasing the overall CfSH score to over 68%, and the rating to level 4. Scores attained in the sub-categories for Water and Energy are 67% and 55% respectively (even without the additional expected credits included) which compares positively with other schemes. The materials sub-category only achieves 13% in the pre-assessment, however this is a 'worst-case' approach on the basis that the materials are not yet known. It is anticipated that this will be improved once the materials are specified, which will be in accordance with the various construction targets and Construction Materials and Purchasing Strategy required by section Z of the S106 Agreement.
- 6.87 The inclusion of 30kWp high performance PVs instead of wind turbines is acceptable. As explained in section 3.4.3 of the Environmental Sustainability Plan, these would present a more reliable means of generating the equivalent power output as the 2 no. 9m diameter 15kW originally stipulated by KX021 Rev A. Condition 29 and 30 which control the amenity impact aspects of wind turbines will therefore cease to be relevant for R4.
- 6.88 The applicant has stated that in addition to the green roof (as described in the 'public realm and landscape' section of this report) swift bricks and bat boxes could be incorporated into the design of the building from the outset. Details of these and their incorporation in the completed building should be required by way of a condition.

### *Water*

- 6.89 The development incorporates water saving measures including water efficient sanitary ware and appliances and water reuse to achieve at least a 30% reduction against typical water consumption. Communal rainwater and greywater systems have been investigated but have been found to be too expensive in relation to the actual additional water savings gained. However the requirements of the S106 agreement, section AA to achieve a 20-30% reduction in typical water consumption and 40% in the relevant BREEAM category (or equivalent) are already met.
- 6.90 The R4 building and its associated public realm utilises SUDS techniques to effect source control and storm water retention, and provision of permeable surfaces and vegetation in the form of soft landscaping and a green roof to attenuate rainwater and encourage evapo-transpiration.
- 6.91 Condition 45 requires the amount of storm and foul water discharge from the site to be reduced to 10% below existing combined flows. A site wide surface and foul water disposal strategy is being employed for the Kings Cross Development details of which are provided in the submitted Sustainability Plan for R4. The applicant has stated that Building R4 will be designed to meet the necessary discharge rates as set out in the relevant tables provided to inform this strategy and to meet the requirements of the condition.

#### *Waste*

- 6.92 The R4 proposals aims to achieve all of the CfSH target credits in the Waste category apart from composting which is unfeasible given the type of development. Construction site waste management will be employed beyond the mandatory SWMP 2008 regulations requirements and through best practice. Thus will involve sorting, re-use and recycling of construction waste on site. In accordance with the S106 Agreement section Y a Construction Materials and Purchasing Strategy will be followed and 'Waste Information Packs' provided to all dwelling occupants in accordance with section Z.

#### *Noise Issues*

- 6.93 Noise reports have been submitted in respect of mechanical plant, and external noise arising from traffic on York Way. These are to satisfy the requirements of conditions 60 and 62 respectively and have regard to the prevailing baseline noise monitoring report already agreed site-wide in relation to condition 59. With respect to internal groundborne vibration a separate assessment has been undertaken in compliance with condition 61 regarding Network Rail 'Gasworks' and Piccadilly Line tunnels. The information submitted demonstrates that the design of the scheme will be sufficient to meet the acoustic and other requirements of conditions 60-62.
- 6.94 In regard to the commercial units on the ground floor of the building, conditions 57 and 58 provide that no restriction on hours of opening or servicing should be held to apply unless otherwise specified by the Local Planning Authority. This location on York Way is not particularly sensitive in terms of noise, however given that the uses have not yet been confirmed and may include A4 (drinking establishments) or A5 (hot food takeaways), the need for some form of control on hours might still be desirable. An opportunity for this to be considered is afforded under the S106

Agreement, section LL which would require any A4 or A5 uses in R zone to receive written approval from the Council having regard to residential amenity.

#### *Construction timetable*

- 6.95 A construction timetable for the development of R4 and its sequence in relation to the overall Kings Cross development is provided in accordance with condition 21. This predicts that R4 will be constructed as part of the first phase alongside Zones R2 and R5 (yet to be submitted) and simultaneously with the Energy Centre in T1 (commenced 2009), Gas Holder Park, Eastern Goods Yard (commenced 2009), T6 (to be submitted), Zone V (Gas Governor), B3 and B5. Building R4 is scheduled to be fully completed in March 2012.

#### *Archaeological investigation*

- 6.96 English Heritage's Archaeological Advisory Service (GLAAS) has reviewed the information submitted and have advised that the documents accord with the English Heritage guidelines and the resulting work will be monitored. On this basis condition 56 can be discharged in as far as it relates to site R4.

#### *Earthworks and remediation*

- 6.97 An Earthworks and Remediation Plan has been prepared by WSP. This confirms the estimated amount of spoil removal and identifies potential sources of contamination and strategy for remediation. The analysis has so far been based on historic borehole data on R4 site and samples from the immediate surrounding area and from this develops a strategy which commits to further investigations and appropriate remediation methods. The applicant has undertaken to follow this up with a detailed interpretive report which will be provided to the Council when ready. A validation report would be required at the end of the works and a watching brief maintained throughout. On the basis of the strategy that has been submitted it is considered that the submission of details aspect of condition 18 can be discharged for R4.

## **7. LEGAL COMMENTS**

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

## **8. CONCLUSION**

- 8.1 The proposed building R4 provides a welcome early tranche of wholly affordable housing. The scheme has been devised in close collaboration with One Housing Group as the Registered Social Landlord and Camden's Housing Partnerships Team who have both stated their support for the proposals. The scheme mix includes not only a healthy proportion of general needs social rented family sized accommodation but also delivers 15 units of supported specialist housing for mental health needs. More than 10% of all the units will be fully accessible for wheelchair using residents.



- 8.2 The well thought out design and attention to detail will ensure that the scheme provides a good standard of accommodation with both private and communal amenity space, internal spaciousness, availability of light and outlook carefully balanced to provide a high level of amenity for a residential scheme of such density. Furthermore the future residents will be able to benefit from the new community uses, leisure facilities, employment opportunities and a secure, managed residential environment provided within the Kings Cross development as a whole, with ready access also to London's cultural and economic centre of which the Kings Cross Development will form a part.
- 8.3 The building will also provide a new landmark and help transform a presently run-down and desolate section of York Way.
- 8.4 The careful design of the proposals has extended beyond the building envelope to catering for the needs of access and provision of a safe, secure and accessible environment for all. The public realm includes both informal sitting out space and a new active recreation area intended particularly to benefit older children and teenagers who are often underserved in new developments. The detailed design of this space will need to form the subject of a future submission of details to ensure that its conduciveness to safe and secure use without nuisance to any party can be properly and fully assessed. Also to form the subject of a future submission is the wider network of pedestrian priority streets within R Zone as a whole which will include East Street for which details in the current submission are only in indicative form at this stage.
- 8.5 Overall R4 will provide a valuable early addition to the Kings Cross development and serve as an attractive and convenient place for 117 households to live, and in so doing help to address many of the Borough's most pressing housing needs.
- 8.6 The relevant conditional and legal controls that already exist will largely ensure the Council will have the ability to ensure that the applicant delivers on the standards of sustainability and others to the extent promised. However there are still some conditions considered necessary in order to ensure a fully inclusive, safe and accessible development and one which delivers the quality of materials and finishes expected. Subject to these conditions, approval is recommended.

## **RECOMMENDATION**

- 9.1 That members approve the reserved matters for the erection of the building and agree to discharge the relevant associated conditions that form part of Outline Planning Permission reference 2004/2307/P, dated 22<sup>nd</sup> December 2006.
- 9.2 That conditions be imposed on the approval of the reserved matters as follows: