

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>	<b>04/03/09</b>
		N/A		<b>Cons. Expire:</b>	13/02/09
<b>Officer</b>			<b>Application Number(s)</b>		
Angela Ryan			2009/0208/P		
<b>Application Address</b>			<b>Drawing Numbers</b>		
<p>Kings Cross Central - Main Site  Land Adjacent to Kings Cross Station  Train shed &amp; railway and Milk Dock &amp; part of  Kings Cross Station car park  London</p>			<p>KX4-00-RF-PAW-DR-005200 Rev05, KX4-00-RF-A-PAW-DR-005201 REV02, KX4-00-RF-A-PAW-005209 REV05, KX4-00-GF-A-PAW-DR-005210 REV05, KX4-00-B1-A-PAW-DR-005220 REV05, KX4-00-B1-A-PAW-DR-005230 REV05, KX4-00-ZZ-A-PAW-DR-005240 REV05, KX4-00-ZZ-A-PAW-DR-005205 REV06, KX4-00-ZZ-A-PAW-DR-005207 REV04, KX4-AR-RF-A-PAW-DR-005410 REV06, KX4-AR-RF-A-PAW-DR-005411 REV06, KX4-AR-RF-A-PAW-DR-005412 REV05, KX4-AR-B1-A-PAW-DR-005416 REV07, KX4-AR-B1-A-PAW-DR-005417 REV08, KX4-AR-B1-A-PAW-DR-005418 REV06, KX4-AR-B1-A-PAW-DR-005419 REV06, KX4-AR-B1-A-PAW-DR-005420 REV06, KX4-AR-B1-A-PAW-DR-005421 REV06, KX4-SY-RF-A-PAW-DR-005430 REV09, KX4-SY-GF-A-PAW-DR-005433 REV09, KX4-SY-GF-A-PAW-DR-005435 REV09, KX4-SY-B1-A-PAW-DR-005436 REV 08, KX4-SY-B1-A-PAW-DR-005438 REV10, KX4-SY-B2-A-PAW-DR-005439 REV07, KX4-SY-B2-A-PAW-DR-005441 REV08, KX4-SY-B3-A-PAW-DR-005442 REV07, KX4-SY-B3-A-PAW-DR-005444 REV06, KX4-AR-ZZ-A-PAW-DR-005400 REV04, KX4-SY-ZZ-A-PAW-DR-005401 REV04, KX4-SY-ZZ-A-PAW-DR-005402 REV04, SY-ZZ-A-PAW-DR-005403 REV02, KX4-00-ZZ-A-PAW-DR-005430 REV04, KX4-00-ZZ-A-PAW-DR-005430 REV04, KX4-ZZ-A-PAW-DR-005431 RE03, KX4-ZZ-A-PAW-DR-005435 REV04, KX4-00-ZZ-A-PAW-DR-005436 REV05, KX4-00-ZZ-A-PAW-DR-005437 REV04, KX4-AR-ZZ-A-PAW-DR-005516 REV06, KX4-SY-ZZ-A-PAW-DR-005538, KX4-SY-ZZ-A-PAW-DR-005539 REV04, KX4-SY-ZZ-A-PAW-DR-005540 REV04, KX4-SY-ZZ-A-PAW-DR-005544 REV04</p>		
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>		
<b>Proposal(s)</b>					
<p>Amendments to planning permission dated 07/09/07 (Ref: 2007/3284/P) including onsite structural works, modifications to staircases, ventilation shafts, truck entrance to access ramp on the western elevation, turning head corners on access ramp, inclines in the ramp at southern end, fence enclosing lay-by area at north eastern side, ground floor slabs, width of access ramp walls, opening on northern truck entrance/exit of access ramp, and enlarged opening of maintenance UNIMOG entrance on eastern side of access ramp.</p>					

<b>Recommendation(s):</b>	That approval of details be granted					
<b>Code:</b>	Approval of details					
<b>Conditions or Reasons for Refusal:</b>						
<b>Reasons for Conditions:</b>	See conditions attached to planning permission Ref: 2007//3284/P					
<b>Informatives:</b>	See informatives attached to planning permission Ref 2007/3284/P					
<b>Consultations</b>						
<b>Adjoining Occupiers:</b>	No. notified	0	No. of responses	0	No. of objections	0
<b>Summary of consultation responses:</b>	<p><b><u>Transport Planning</u></b>  Have no comments to make on the application and consider the proposals to be acceptable.</p> <p>Transport for London &amp; London Underground (TfL &amp; LUL)  Network Rail  London &amp; Continental Stations &amp; Property Ltd  Union Railways  English Heritage (GLAAS)  Thames Water Utilities LTD  Environmental Health (pollution)  Environmental Health (Contaminated Land)  Building Control (Access Officer)  Conservation and Design (Tree and Landscape)  Transport Engineers  FPP Policy  Street Environment</p> <p>No comments were received from any of the above consultees.</p>					
<b>CAAC/Local groups* comments:</b> *Please Specify	<p>English Heritage  King's Cross Conservation Advisory Committee  King's Cross Development Forum</p> <p>No comments were received from any of the above consultees.</p>					

## Site Description

The site forms part of King's Cross Central Main Site bounded by Euston Road, Pancras Rd, York Way and Goods way. The site area is located at the southern end of the main site, where commercial development is proposed. The site is currently in use as a car park at the southern end, a construction site service area along the central area, and as a car park at the northern end. It lies adjacent to King's Cross Station Suburban Shed and railway lines encompassing the Mild Dock and part of King's Cross Station car park. The site lies within the King's Cross Conservation Area.

The Milk Dock Building has been demolished with the exception of the flank walls and portal of the Hotel Curve Tunnel, which are to be retained. In 1875 two tracks were constructed with platforms outside the western wall of the main station, to serve local suburban traffic. This area, with its own independent roof, was known as King's Cross Local (and later King's Cross Suburban). Continuing pressure on both passenger and freight accommodation led to further expansion to the west of the station. The area was cleared of its original housing, and was occupied instead by dock sidings for milk, horses, and carriages.

The southern part of this area, now known as the Milk Dock site, has been cleared and is currently occupied as a construction site for the Underground Station Redevelopment. North of this has been cleared and is a surface car park. Much of the former railway building fabric has been demolished and removed, although the flank walls and portal of the Hotel Curve Tunnel remain, together with vestiges of the former Milk Dock walls abutting the Suburban Trainshed of King's Cross Station and other building fabric.

## Relevant History

On 22<sup>nd</sup> December 2006 outline planning permission was granted for redevelopment of the entire site for a comprehensive, phased, mixed-use development on the former railway lands within the King's Cross Opportunity Area, which is now known as King's Cross Central Main Site. The shared access yard and access ramp formed part of the approval by virtue of the details depicted on parameter plan KXC016 for the basement areas. (Ref: 2004/2307/P).

On 22<sup>nd</sup> December 2006 Conservation Area Consent was granted for the milk dock building and walls, located in the south corner of the Milk Dock Site (Ref: 2004/2320/C).

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

## Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, 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.

### Replacement UDP (2006)

**B1**-General design principles (proposal acceptable)

**B7**-Conservation areas (proposals acceptable)

**B8B**-Archaeological sites and monuments. (proposal acceptable)

**KC8-Design** (proposal acceptable)

**KC9 - Design of transport services and features** (proposal acceptable)

**KC11-Heritage** (proposal acceptable)

## **Assessment**

In 2007 planning permission was granted for a two-storey below ground shared surface yard, with a small sub-basement level, a single storey access ramp and an interim road. Argent (Developer for KXC) and Network Rail intend using the service yard for a loading/unloading area for the mixed use development proposed at ground level in Zone A at KXC (Blocks A1 to A5), and the proposed retail units connected to King's Cross Station and the proposed new western concourse. The access ramp provides access to both Network Rail tracks and a maintenance strip. The service yard will accommodate 8 truck sized parking bays, a refuse area, an electrical sub station, disabled toilet, 2 disabled parking bays and a vertical circulation core. The planning permission has already been implemented.

The proposal involves internal and external modifications to the scheme that were previously approved. Whilst the internal modifications are not subject to planning they are considered de minimus and are acceptable, the external alterations are such that would require further assessment, hence this application.

There are minor external changes that are not considered to be significant. The significant external changes proposed are:-

- Southern wall of the enclosure moved northwards by approximately 1.8m.
- Ventilation grill enlarged by approximately 1m and door added to eastern side, and ventilation ducts increased in height by approximately 1m.
- Revisions to staircase 5, including enlargement/increased height of the enclosure, relocate external western wall, relocation of access door, increased height in staircase and relocation and addition of a temporary roof.
- Step line at southern end of access ramp revised, and revisions to the roof.
- Fence around lay-by area on north-eastern side of access ramp extended northwards.
- Entrance on eastern side of the access ramp widened by approximately 1.5m (from 3.5m to approximately 5m)
- Re-shape the turning head to access ramp.
- Enclosure to staircase from access ramp from 2 storeys, extra flight added to comply with flood level, and raised approximately 2.5m with a new door opening on 3<sup>rd</sup> flight. All external works will be of a temporary nature given impending construction of the boulevard
- Bin area no longer enclosed.

It is considered that the modifications would not have any significant/adverse impact upon the surrounding area in terms of visual amenity or the area in general. Moreover the views above ground will be of a temporary nature, given that it will be subsumed by development of development zone A at a later stage.

**Disclaimer**

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