

<b>Address:</b>	<b>Kings Cross Central - Main site, Development Zone R, North of Granary Complex, York Way, London N1</b>	
<b>Application Number:</b>	2008/5052/P	<b>Officer:</b> Alex Bushell
<b>Ward:</b>	St Pancras & Somers Town	
<b>Date Received:</b>	<b>23/10/2008</b>	
<b>Proposal:</b>	Reserved matters associated with the erection of a nine storey building with basement for office use (Class B1) on the upper floors and flexible retail/financial and professional service/food and drink uses (Classes A1 - A5), small office space (Class B1) and/or an exploratory centre (Class D1) on the ground floor on a site to the rear of the University of the Arts building within development 'Zone R' as required by conditions 3, 6, 9, 10, 16-23, 27, 28, 31, 33-38, 45, 46, 48-51, 56, 59, 60, 64-67 and 68 of Outline Permission reference 2004/2307/P, dated 22nd December 2006 (a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area)	
<b>Drawing Numbers and Supporting Information:</b>	280_03_07_001, 011, 012, 013, 100 – 113, 200 – 203, 300 – 303, 801 – 805, 901 – 906, TOWN279.11(08)5001 R05, 5002 R04, 3001 R04, 7001 R02 – 7004 R02, 6101 R01, 6102 R00, 6103 R01, 6104 R00, 6105 R00, 5151 R00, 5152 R00, 7101 R01, 7102 R01, 3101 R00 – 3104 R00. Supporting Information: Urban Design Report Oct 2008; Earthworks and Remediation Plan Oct 2008; Environment Sustainability Plan Oct 2008; Compliance Report Ref JLJ0193, dated Oct 2008; and Access Statement Oct 2008.	
<b>RECOMMENDATION SUMMARY: Approve Reserved Matters Subject to Conditions and Approve Conditional Details</b>		
<b>Applicant:</b>	<b>Agent:</b>	
Argent (Kings Cross) Ltd London and Continental Railways Ltd and Exel PLC C/O Argent (Kings Cross) Ltd 5 Albany Courtyard London W1J 0HF	RPS Planning & Development Ltd 1st West Floor The Cottons Centre Cottons Lane LONDON SE1 2QG	

## ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	<i>Vacant Site</i>		N/A
Proposed	A1-A5	<i>Shop, Restaurant, Take Away or Drinking Establishment (flexible)</i>	442m <sup>2</sup>
	A1-A5	<i>Shop, Restaurant, Take Away or Drinking Establishment (option 2 only)</i>	224m <sup>2</sup>
	A1-A5 or B1	<i>Shop, Restaurant, Take Away, Drinking Establishment or Exploratory Centre (flexible)</i>	177m <sup>2</sup>
	B1	<i>Small business unit (defined)</i>	668m <sup>2</sup>
	A1-A5 or D2	<i>Shop, Restaurant, Take Away, Drinking Establishment or Gymnasium (flexible)</i>	569m <sup>2</sup>
	B1	<i>Office – main use (defined including ground floor circulation)</i>	43,889m <sup>2</sup>
<b>Total Floorspace*</b>			<b>*48,522m<sup>2</sup></b>

\* calculation depends on which flexible use and option implemented and is subject to overall control by use limitation conditions on the Outline Permission – see report for further use assessment.

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Proposed	7	4

## **OFFICERS' REPORT**

**Reason for Referral to Committee: This application is being referred under part 3(i) (more than 1000m<sup>2</sup> of non-residential floorspace) of the Kings Cross Delegation Agreement agreed by the DC Committee on 26th 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 22<sup>nd</sup> January 2008.**

### **1. SITE**

- 1.1 The site forms part of the northern section of the King's Cross Central outline planning permission site that sits to the north of the Regent's Canal. The outline permission includes a number of parameters including identified development 'zones'. It is within Development Zone R to the north of the Granary complex. Zone R itself extends north from the Granary to York Way. To the east is Zone Q and to the west the proposed Cubitt Park and Zone S. R2 is the south east part of Zone R, which also includes a further four subzones (R1, R3, R4 and R5). The relevant development parameters for Zone R are set out later in the report. The zone map is appended to this report.
- 1.2 The site is on the other side of the street (referred to as Goods Street by the applicant) to the rear of the Granary complex, which is grade II listed and is currently being altered and redeveloped for use by the University of the Arts (See relevant history section below). It is not within a conservation area, although the rear of the Granary complex is also the northern boundary of the Regent's Canal Conservation Area. In terms of UDP designation, the site is within the King's Cross Opportunity Area and Proposal Site 26 (the King's Cross Railway Lands). The latter designations informed the original grant of outline planning permission.
- 1.3 The R2 site is open and vacant at the present time and in recent years has been used as a vehicle storage/bus depot area. Prior to the 1980s it formed part of an extensive set of rail sidings that led into the Goods shed. There is a change in gradient across the site with land rising to the higher York Way to the north.

### **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 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). In summary the reserved matters proposal can be described in the following terms:
  - A nine storey commercial building with a double height ground floor, open plant floor at roof level and basement floor;
  - The top two floors would have set backs sections on the north side (18m) and the east side (10m) with a cut away section on the west side;

- The roof areas facilitated by the cut away and set back at seventh floor level would accommodate extensive areas of planting and amenity space;
- The roof of the service cores above the open plant floor would accommodate brown roofs;
- The use of the building would be predominantly Class B1 office with the upper floors provide the large floor plates and the ground floor would include seven B1 units suitable for smaller businesses (one of which is has the potential of being a Class D1 'exploratory centre' – a place for visitors to learn about issues of education, sustainability and building, including those relating to the King's Cross Central Site);
- Other uses on the ground floor would comprise three large flexible Class A1-A5 units, one of which also has the potential to be a Class D2 Gymnasium;
- The applicant has submitted two options for the ground floor, one with a separate office entrance on the east side with an east-west through route, and the other without the separate entrance and a Class A unit in its place; and
- The site boundary includes the footway on each side of the building and the highway itself on the east, west and northern sides.

2.2 In addition to the matters reserved as a result of the grant of outline planning permission, the application covers a number of details required specifically by the conditions imposed on the outline permission. A full matrix of relevant conditions is set out in tabular form below:

<b>No.</b>	<b>Details Required</b>	<b>Details Submitted</b>
3	Requirement to agree reserved matters	N/A
6	Reserved matters to include specified details when adjacent to listed buildings	Yes
9	Landscaping details required	Yes
10	Landscaping programme required	Yes
16	Reserved matters submissions shall be accompanied by an urban design report	Yes
17	Reserved matters submissions shall be accompanied by an environmental sustainability plan	Yes
18	Reserved matters submissions shall be accompanied by an earthworks and remediation plan	Yes
19	Reserved matters submissions shall be accompanied by an access statement	Yes
20	Reserved matters submissions shall be accompanied by an illustrative build-out plan	Yes
21	Reserved matters submissions shall be accompanied by a construction timetable	Yes
22	Reserved matters submissions shall be accompanied by a servicing strategy	Yes
23	Reserved matters submissions shall be accompanied by a highways plan	Yes

27	Details of floorspace figures, floorplans and layout of the uses	Yes
28	Details of refuse storage and collection	Yes
31	Development shall be carried out within the defined parameters	Yes
33	Limit of 713,090 sqm floorspace for the entirety of the King's Cross Central site	Yes
34	Limit of 468,480 sqm floorspace for development north of the canal	Yes
35	Proscribed uses with defined limits in certain areas	Yes
36	Uses to be distributed between zones	Yes
37	Floorspace limit in basement areas	Yes
38	Requires details of basement uses, being ancillary to the primary use of the relevant building	Yes
45	Drainage infrastructure - Limit on peak discharge to existing combined sewers	Yes
46	At least 15% of the buildings shall have green and/or brown roofs	Yes
48	Requirement for pipework to connect to the district heating/combined heat and power systems	Yes
49	Maximum car parking standards	Yes
51	Cycle parking to be provided in accordance with 2006 UDP standards	Yes
56	Archaeological investigation and mitigation	Yes
59	Baseline noise monitoring	Already agreed
60	Reserved matters submissions shall be accompanied by full particulars of the noise impact of any plant	Yes
64	Annual limit on spoil extraction	Yes
65	Annual limit on lorry movements associated with spoil extraction	Yes
66	Annual limit on lorry movements for importing infrastructure materials	Yes
67	Annual limit on lorry movements for importing construction materials	Yes
68	Requirement for a survey to discover potential unexploded bombs	Already agreed

2.3 The report below includes analysis of all conditional matters submitted in detail. Details associated with conditions 59 (baseline noise monitoring) and 68 (potential for unexploded bombs) have already been agreed and require no further assessment.

2.4 The development is particularly significant to the applicant in the current economic climate and to King's Cross regeneration objectives as the majority of the floorspace will be occupied as the national store support centre of the supermarket operator Sainsbury's, which is intending to move from its current head office in

Holborn. The fact that an end user has already signed up to the development ensures funding and a probability that the building will be constructed and occupied. This in itself will support Council regeneration objectives as significant educational (the University or the Arts) and commercial operators will act as a magnate or anchor for other investors. The applicants submit that the rationale for Sainsbury's relocation is centred on the vision for King's Cross as a mixed use sustainable urban community, which matches Sainsbury's own core values of 'making a positive contribution to the community, giving respect to the environment and sourcing products with integrity'. Sainsbury's have been closely involved in the design of the building and are seeking a building with a low carbon footprint and a high level of sustainability.

### **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.
- 3.4 Since the grant of outline planning permission, the only reserved matters submission of relevance is the **Eastern Goods Yard** – a reserved matters approval (2007/5228/P) and Listed Building consent (2007/5230/L) granted April 2008 for redevelopment including the restoration of the listed Granary Building to transform Zones G and L and surrounding open space into various new uses including a major university campus and a new public square (Granary Square). This permission includes details of the layout of the eastern section of Goods Street, which would also serve the R2 building in the first instance.
- 3.5 A number of sites are now being discussed on an informal pre-application advice basis including residential schemes within Zone R (R4 and R5) and Zone J, another residential scheme facing York Way; however, none are in a position to become a formal application at the time this report was drafted.

## 4. CONSULTATIONS

### **Transport for London**

- 4.1 TfL has no objection to proposed discharge of conditions 23 (Highways Plan) and 51 (Cycle Parking); and the proposed discharge of conditions 22 (Servicing Strategy) and 49 (Car parking standards) would be acceptable subject to further clarification as set out below:  
Condition 22 – TfL requires a full Delivery and Service Plan (DSP), as referred to in the London Freight Plan, should be submitted to and approved in writing by TfL  
Condition 49 – the level of car parking proposed is acceptable; however, a number of the disabled parking bays would not be DDA compliant and should be revised

### **English Heritage**

- 4.2 Has not commented on the application and considers that the application is one that can be determined by the Council having regard to national and local policy guidance and on the basis of the Council's specialist conservation advice.

### **English Heritage (Archaeological Service)**

- 4.3 *Consulted - Awaiting response*

### **London Borough of Islington**

- 4.4 Was consulted but has not responded.

### **Thames Water**

- 4.5 Makes no Comment.

### **The Environment Agency**

- 4.6 Makes no comment

### **Metropolitan Police Crime Prevention Design Advisor**

- 4.7 No objection.

### **Conservation Area Advisory Committee**

4.8 The site is not within the Regent's Canal Conservation Area, but adjoins its northern boundary.

The Kings Cross CAAC objects on the following grounds:

- *Bulk* – the described nine storeys is inaccurate and should be 12 having regard to the double height ground and the plant and penthouse floors; the building is very large and bulky to the limit of the parameter plans and other buildings will have to be lower (which will in any event not be coming forward for some time) making the building more prominent; there will be direct views from York Way onto an unrelieved grid façade that would not contribute to the wider landscape contrary to the Urban Design report; the top floor setbacks above the 'shoulder' level is crudely done and does not mitigate the blockiness of the outline and the silhouette is not "rich and modelled" (p.25 Urban Design Report); no long distance visualisations presented; the drawings suggest the loggias would not be read clearly when in fact south views would result in asymmetry which is detrimental.
- *Relationship to Granary* – the granary and transit sheds behind are the historic centrepiece of the KXC site planned about a symmetrical north-south axis aligned on Copenhagen Tunnel to the north and symbolises the site's railway origins. Proposed R2 dwarfs the historic buildings but is set asymmetrically to the axis, it fights with them, wrecking their composure. Further R Zone buildings will not be able to correct this; the reference to "clear proportional relationship established between the Granary building and R2" in the applicant's supporting information is a figment of creative writing; the eastern face of R2 is misaligned eastward of the flank wall of the Eastern Transit Shed and may thereby overstep the technical limits of R2.
- *Architectural Styling* – relentless discipline across facades with limited variety and little grace or humour. The Urban Design Report cites support for this approach in the clarity and simplicity of industrial architecture, but that (the UDR) disregards the subtle hierarchy and articulation in 3D of Lewis Cubit's railway buildings or the Shoreditch workshop facades (illustrated P25); Difficult for new adjacent building to respond; other than the brick cladding, there is little softening of the human scale; at the top of the building, a satisfactory termination to the tall piers is not offered.; does not lead to attractive streets and spaces as is claimed – East Street will be particularly bleak and unwelcoming, made worse by narrow kerb line – not suitable for direct pedestrian route northwards.

### **Local Groups**

4.9 The **King's Cross Development Forum** makes the following comments:

- *Consistency with outline* – it is consistent; however the layout of streets and adjoining blocks has changed. Consideration had been given to why the entrance is in the south west corner onto Goods Street, when the obvious entry point is across the new mini park to the west and up and down Cubit Park. Also questions the need for two way traffic along East Street when the only use of the route seems to be to service the building on it's north side.
- *Condition for visitors* – no street furniture shown – will be required and will obstruct pedestrians – pp should not be granted until it is shown; pavements are too narrow for wide range of pedestrian use.



- *Access to building* – pedestrians can only access via SW corner and may have to circle the whole building before finding an entrance.
- *Obscurity about entrances* – not understood why the layout has been chosen – it will drive users down Goods Street, when the obvious entrance is up and down Cubit Park then through the smaller park in the centre of the west elevation; suspect the entrance has been designed merely to accommodate smokers.
- *Traffic free roads* – all surrounding roads designated for two way traffic and it is not clear what function East Street has – should be traffic free. Concern about street furniture and potential bus route/bus stops and limited width of the pavement reemphasised.
- *Street names* – East Street is not an appropriate name.
- *Energy efficiency* – Proposals are well in excess of the outline permission; the Council should ensure the claims are substantiated in the design; considers the failure to incorporate wind turbines or PVs is a variation to the Outline Permission.
- *Elevation detail unsatisfactory* – very large building of ordinary design; lack of imaginative treatment of the dominant brick piers – neither design detail at street level or how they will be capped at the top; the only long view would be west and the lack of detail will be obvious; also noted that planted roof level cutback on the north face would not receive any sun.

4.10 The **York Central Resident's Association** fully supports the views of the King's Cross Development Forum and request that they be given full weight.

4.11 The **King's Cross Railway Lands Group** objects and urges the Council to refuse until a modified proposal is forthcoming to address the following matters: The group sees nothing very positive about the scheme but concentrates on an objection to the substandard treatment of pedestrians, in particular those that require wheelchairs or buggies. It considers the pavements to be too narrow and anticipates tree planting and street furniture and possibly bus stops. Considers that permission should not be granted until all street furniture is shown and the scheme has been carefully considered in consultation with all relevant access/mobility groups.

#### **Adjoining Occupiers**

4.12 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.

4.13 Two representations from individuals were received, one is a member of the Railway Lands Group who reiterates the position recorded in paragraph 4.9 above and the other points out that the site is in NW1 not N1 (*Note: this is incorrect, it is currently within N1, although the site is likely receive a new postcode as the King's Cross site is built out*)

## 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. It should be noted that the KC policies listed below relate to King's Cross as a whole rather than the specific reserved matters applied for in each case.

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

- 5.4
- |        |  |
|--------|--|
| SD1    | Quality of life  |
| SD5    | Location of development with significant travel demand                 |
| SD9    | Resources and energy   |
| SD10   | Hazards  |
| B1     | General Design Principles  |
| B2     | Design and layout of developments large enough to change their context |
| B6     | Listed buildings (setting)   |
| B7     | Conservation Areas   |
| B8     | Archaeological sites and monuments                                     |
| B9     | Views  |
| N4     | Providing public open space  |
| N5     | Biodiversity   |
| T1     | Sustainable transport  |
| T2     | Capacity of transport provision  |
| T3     | Pedestrians and cycling  |
| T4     | Public Transport   |
| T7     | Off-street parking, city car clubs and bike schemes                    |
| T12    | Works affecting highways   |
| T13    | Adoption of highways and other access routes                           |
| SKC1 – |  |
| SKC4   | Kings Cross Opportunity Area strategic policies                        |
| KC1    | Mixed use development  |
| KC2    | Prioritisation   |
| KC3    | Economic Activities  |
| KC5    | Transport  |
| KC6    | Transport accessibility and safety                                     |
| KC7    | Parking  |
| KC8    | Design   |
| KC10   | Open space   |
| KC11   | Heritage   |

- 5.5 Reference should also be made to the specific policies quoted in the reasons for attaching the various conditions which are relevant to the current submissions of details (refer to Appendix A at the back of this report for a complete list of relevant conditions and reasons).

### **Supplementary Planning Guidance**

- 5.6 **Camden Planning Guidance 2006** Access for all; Biodiversity; Built form; Conservation areas; Construction and demolition; Contaminated land; Cycle access -parking and storage; Design; Designing safer environments; Energy and renewables; Facilities for children and young people; Landscaping and trees; Listed buildings; Materials and resources; Noise and vibration; Pedestrian movement; Public open space; Sustainable design and construction; Vehicle access/servicing; Waste/recyclables; Water.

- 5.7 **Regent's Canal Conservation Area Statement.**

## **6. ASSESSMENT**

- 6.1 The application is the second stage of a two stage process for securing full planning permission. Permission has already been granted in outline form and this *reserved matters* submission provides the final level of detail to 'flesh-out' the form and use of the buildings that have already been approved within defined parameters and subject to a detailed development specification.
- 6.2 The principal consideration material to the determination of this application and summarised as follows:
- Land use issues and development context (Compliance with the parameters and development specification defined in the outline permission);
  - Design and Townscape;
  - Sustainability, Landscape and Biodiversity;
  - Transport and servicing;
  - Access and safety; and
  - Amenity.

### **Land Use Issues and Development Context**

- 6.3 Condition 31 of the outline planning permission sets a requirement for the subsequent reserved matters application to comply with the parameters – set out as a series of drawings relating to a range of matters – and the development specification. The paragraphs below consider compliance with the parameters and specified uses insofar as they are relevant to Zone R and the northern section of the King's Cross Central site.

#### *Public realm*

- 6.4 Condition 31 (a) sets the boundaries of the principal public realm areas and requires that additional local amenity/play space be included within each zone. This application only includes the area of the Zone R as it relates to the footprint of the proposed building itself and a small area of public realm comprising the adjacent footways and part of the smaller highways (up to but not including the

opposite footway) within a defined Urban Home Zone. The applicants have submitted further supporting information showing a proposed 'pocket park' between R2 and R3 that will ultimately contribute to the public realm. The proposed R2 building does not compromise the public realm objectives in the Outline Permission parameters.

*Development zones and principal access and circulation routes*

- 6.5 Condition 31 (b) and (d) sets the subzones and the access and drop-off routes within the zones. Each subzone is only defined in indicative terms and its flexibility depends on the allowed limit of deviation (LOD) to the access/drop-off routes. The footprint of the R2 building is within the defined LOD and is therefore within the defined parameters.

*Permitted Uses*

- 6.6 The Revised Development Specification defines Zone R to comprise a mixed use development including Class B1 employment and residential use. The outline permission also allows D1, Class A uses and a cinema and other uses within Class D2. R2 includes and provides for the B1 component – both for larger and smaller occupiers – of the wider zone and also includes a range of ground floor units capable of use for all Class A uses, a D1 Exploratory Centre and a D2 Gymnasium. Having regard to the fact that the residential elements of Zone R are likely to come forward as part of the other subzones, the uses proposed meet the approved development specification.
- 6.7 Condition 31 (e) and (f) relates to the disposition of uses within the zones and the parameter drawings go on to define the upper and ground floor uses along the perimeter of Zone R. The office use proposed on the upper floors accords with the parameter in that it specifies 'predominantly business and employment (B1) in the south east corner of the zone and overlaps a flexible frontage designation (any permitted use). In terms of ground floor use, the parameters allow any permitted use on the boundaries of Zone R.

*Building Massing and Height above Finished Site Levels*

- 6.8 These matters are covered by Condition 31 (g), (h), (i) and (j). The proposed finished site levels will modify the ground levels around R2 by increasing the level on the northern part and would tie-in the level for Goods Street (24.40m Ordnance Datum-OD) already approved to the south. This level increases to 26mOD on the west side of the building and on the east side steps up to 28mOD (York Way is on higher ground). All levels are within the LOD for the various spot heights shown on the parameter drawings.
- 6.9 In respect of building massing, the parameters allows that 25% of the floorspace in the entirety of Zone R be above 30m from finished site levels. Having regard to the definitions in the development specification, the amount of the proposed R2 floorspace that would be above 30m is 12% or 5,994 sqm. Given that the development specification for Zone R allows 24,668 sqm (depending on the amount of floorspace proposed for the whole zone) the scheme is well within the parameters and would not prejudice the massing considerations for the remainder of the Zone.

6.10 The parameters also set a maximum height of 74m AOD within the relevant subzone of Zone R, which is further reinforced by the Strategic Viewing Corridor limits (cannot exceed between 75m and 75.4m AOD). The maximum height on the R2 building is 73.765m AOD and the development would therefore meet the required height criteria.

*Other parameters*

6.11 The basement proposed is acceptable in Zone R and the servicing yard will be within the allowable area off York Street (the new road to the east of the building). The site is within a priority zone for green and brown roofs (both are proposed), but not within a zone where wind turbines are a priority (these are likely to come forward as part of applications for R4 and R5).

*Other site-wide Conditions*

6.12 Condition 33 sets a maximum limit on development floorspace and Condition 34 then splits the figure for areas to the north and south of the canal. Condition 35 sets the range of uses a permitted and sets limits for different parts of the King's Cross Central site. Condition 36 then distributes those use limits across specified zones. Finally Condition 37 sets a limit on basement areas. The floorspace figures for R2 are well within the various floorspace tolerances for the R Zone and the north of canal section of the outline permission site. The floorspace proposed and the total amount allowed for Zone R, the north of the canal and the wider site is shown in tabular form below:

Area	Total Permitted (m2)	Use Class maxima m2 (final uses must not exceed total for zone)			
		Class B1	Class A1-A5	Class D1	Class D2
R2	-	45,002	*1,681	*258	*569
Zone R	98,675	50,000	1,675	2,000	8,475
Granary Complex approved	54,350 <b>54,259</b>	27,600 <b>2,249</b>	8,525	40,000 <b>^42,265</b>	8,475
North of Canal	468,480	234,000	30,865	67,880	24,275
Site total	713,090	Figures not required at this stage			

\* Maximum figure having regard to flexible uses proposed and options submitted.

^ Agreed as a variation to condition as part of the consideration of the EGY scheme without prejudice to the delivery of other D1 space elsewhere on the site

6.13 The proposed flexible Class A1-A5 uses would, if implemented together, exceed the limit by 6m<sup>2</sup>; however, it is unlikely that the full flexible allocation of Class A space will be implemented as the application leaves open the possibility that certain units may also be B1 or D2 (Gym). In the event that either alternate uses are implemented, then the figure would be below the allowable amount. It may be the case that subsequent reserved matters submissions for Zone R also include flexibility in use options and the relevant outline permission use and floorspace conditions will control and limit the options available. In any event, it is considered

that 6m<sup>2</sup> is *de minimis* having regard to the scale of the development proposed for Zone R.

#### *Conclusion*

- 6.14 The various submissions demonstrate that the building proposed is within the agreed use, footprint, massing and height parameters set by the Outline Planning Permission.

### **Design and Townscape**

#### *Extent of control*

- 6.15 This section of the report concentrates on the architectural form of the building and its materiality. Included is discussion of the townscape that it likely to emerge as a result of those parameters and how the building relates to the vision and to the Urban Design Guidelines for the area to the north of the canal.

#### *Townscape Context*

- 6.16 The site is vacant with the exception of temporary site offices and the wider townscape considerations are assessed on a notional basis having regard to the level of development parameters that apply to the remainder of Zone R together with adjoining zones. The form of the modified goods shed as part of the reserved matters permission is the only component that is known in precise three dimensional form. Information available at this stage of the progression of the zone development, suggests that the other subzones within R will have a much smaller footprint and would offset the perceived massing. Once the development extends to the neighbouring zones and the subzones, the only significant long-view would be one from York Way to the north. All other views would either be oblique views along relatively narrow streets or partial elevation views across the 'pocket park'. Given that the context is currently relatively open, the urban design and townscape consideration have been assessed having regard to the Urban Design Guidelines set out in the paragraphs below.
- 6.17 The Council must have regard to supporting Urban Design Statement in making its assessment, although this is not proscriptive and is general in its application. There are also the Urban Design Guidelines (North) relating to Goods Street, York Way and the secondary streets that must be taken into account in making the assessment. As with the Urban Design Statement, the Guidelines are not formally part of the outline permission, rather they are used to inform the evolution of the original master plan and subsequent consideration of detailed applications. In summary, the guidelines for each respective area relevant to R2 are as follows:

#### *Urban Design Guidelines – Goods Street*

- 6.18 *Setting the gable ends of the rail shed: "new buildings should respond positively to the strong orientation and scale of the existing buildings as well as to their robust symmetry".*  
The short end of the building faces the granary complex and responds positively in terms of materiality (see also architectural considerations below) and scale, having regard to the identified character of Good Street set out below. The comment by the KXDF in respect of the asymmetry of the axis is not significant in urban design terms as the two buildings would only be viewed in an oblique manner along Goods Street and the secondary streets.

- 6.19 *Enclosure and scale: the new street is likely to have smaller scale and more diverse massing on the south side and a strong street wall with larger massive scale on the north side. There is opportunity for mix of uses reflected by diverse building forms, especially at upper levels. Strong wall on building line encouraged with fragmented upper parts.*

The proposed building provides a strong street wall and the use as large-floorplate office gives opportunity for a grand elevation with the upper level presenting interest in the form of the 'loggia' and dominant planting regime on the cutaway roof.

- 6.20 *Grain and geometry: the natural grain (north/south) should be acknowledged in the façade treatment and massing, for example by emphasis of vertical proportions and façade subdivision.*

As already mentioned the short end of the grain appropriately references the guidelines and the grid design facilitates an appropriate subdivision that emphasises vertical proportions through the use of strong brick piers.

- 6.21 *Building lines and frontage – Zone R has a set building line on the back edge of the footway and the guidelines requires 75% be built out to a minimum of 20m*  
The proposed building meets the guidelines

#### *Urban Design Guidelines – York Way*

- 6.22 The R2 building, being visible only in longer views from York way, limits its applicability in terms of the expressed guidelines; however the public realm summary and associated townscape analysis identifies the east elevation of R2 as: *being significant in that it must have a strong frontage as it would form a 'secondary backdrop' to a lower building on Zone Q and lead the eye into the site.* In the opinion of officers the design of the building does just that – architecturally it has been designed as a strong elevation with equal emphasis to other elevations; however, its style is not 'flashy' or dominant and its rhythm naturally draws the eye into the site.

- 6.23 *The guidelines also require that the frontage be built out by 95% up to a height of 20m minimum.*

The proposed R2 building meets the guidelines.

#### *Urban Design Guidelines – Secondary Streets*

- 6.24 These guidelines are more generic and relate to street patterns that had yet to be set. As applicable to R2, the guidance relates to the two elevation facing into Zone R, namely the north and west elevations. In summary the guidance seeks to: *ensure a strong urban order, giving priority to the enclosure of space over built form; provide a structure in which 'normal' London Streets would be delivered and to promote their incremental development over time; diversity of architecture; appropriate scale and suitable degree of permeability between blocks.*

The R2 scheme includes a lower secondary scale to the north and west elevations by the incorporation of significant setbacks with the main bulk on the other two frontages discussed above. The street to the north (East Lane) is a typical narrow street with car park access and little opportunity for tree planting. Traversing the building to the west would reveal the open area of the pocket park as a pedestrian

'dwell' space – this offers greater opportunity for tree planting and a group are included on an extended pavement area.

#### *Architectural considerations*

- 6.25 R2 has a robust Victorian warehouse character with a solid load bearing aesthetic expressed through deep 600mm reveals and a façade which has a strong emphasis on solid over glazing. The sturdy brick construction, repetitive rhythm, and lightly decorated form all reference the historic granary, train sheds and industrial buildings of Kings Cross. The building also references traditional forms by having a clear division between its base, middle and top storeys.
- 6.26 The base and roofline of the building are addressed in a confident manner. The ground floor has active frontages on all sides. A grand order of columns connects the ground floor shops and first floor office. The shop fronts are pulled forward to define the ground floor, aid legibility and improve safety. The shop front design and signage are controlled through a family of details to provide consistency. The top storeys are cut back to create a separate roofscape at roof level. This strong roofscape responding to richness of traditional cities, but also has a pragmatic role in allowing day light to penetrate down to street level. At this upper level facades are set back deep behind the brick columns which now form verandas. These roof forms read as lighter rooftop pavilions.
- 6.27 The central section of the elevations has metal spandrels between windows, which again pick up upon an industrial language. Overlaid onto this are solar shading fins which are orientated to reflect the sun path. There is a manufacturing honesty to the design and expression of the fins and spandrels. The building is constructed of individual component parts rather than pre made panels which will add to the richness and quality of the design.
- 6.28 The fins and deep brick reveals give interest to the building. On acute angles from down the street one will see brick defined by a rhythm of light and shade. Windows will not be visible. From square on, in places like the pocket park, one will read the window openings. Much character will come from the quality of materials and precision of construction. The building uses light and shade, mass and void is a striking way to define form and enhance character, rather than applied, abstract ornament.

#### *Conclusion*

- 6.29 Overall, it is considered that the R2 building has paid suitable regard to the setting of the structures that existing (the Rail Sheds) and has been designed to take account of and facilitate the evolution of the townscape that will surround the site in the future.

#### *Condition on Submission of Materials*

- 6.30 As the detailed design and materiality of the building is the subject of the reserved matters application and the success of the building depends to some extent on the quality of its detailing and finish, it is appropriate and necessary to control these matters by condition as recommended. A sample panel of a typical grid and further details of the shopfront design will enable a suitable level of control.



### **Sustainability, Landscape and Biodiversity**

- 6.31 One of the strengths of the building lies in its sustainability credentials. It has been designed from the outset to have a low carbon footprint and indeed seeks to achieve the highest standards of sustainability for a building of this scale in an urban setting. It will achieve BREEAM 'excellent' and deliver a building that makes carbon saving of 41% against Part L of the Building Regulations.
- 6.32 The following is a summary of the measures incorporated in the design:
- Heavyweight and robust construction that gives daily and seasonal temperature control through thermal mass;
  - Combination of deep reveals, window spacing and uses of fins would both shade the interior while allowing daylight penetration;
  - Atria are included that have a dual function of allowing further natural light penetration as well as acting as ventilation stacks for the displacement ventilation system;
  - Exposed concrete mass will cool at night and reduce the mechanical cooling load;
  - Rainwater harvesting and grey water recycling – 61% less than a 'normal' office block of this size;
  - Lighting control systems that automatically respond to natural light levels movement;
  - Efficient layout and airtight envelope to reduce heat loss and gain; and
  - The use of building management systems.
- 6.33 From a landscape and biodiversity perspective, green and brown roofs are proposed to cover 40% of the roof plan of the building – split over a number of levels associated with the cutaways and setbacks and to accommodate the required open plant area. The planting for the 'green' roof areas would have a dual function of providing amenity for both occupiers and passers-by (the planting includes trees that would be visible in both the oblique views and the longer views from York Way). Each roof area would have a different planting character with herbs and fruit trees on the east side, more formal deciduous tree, grasses and shrub planting to the south and west sides and allotment crop planting to the north. The 'brown' roofs would be comprised of rubble – an excellent habitat for the endangered migratory Black Redstart. In addition to the range of habitat this would provide it also has a function as an amenity area and all rainwater would be collected and reused. The applicants anticipate that the planted areas would absorb approximately 1% of the carbon emissions from the building in operation.
- 6.34 As the measures described above are controlled by the conditions already imposed on the outline planning permission as well as any clause the applicant has already agreed to in the associated S106 Planning Obligation, the following paragraphs set out the technical assessment of the respective measures according to the relevant areas of control. The condition most relevant is 17, which requires the submission of an environmental sustainability plan. Also relevant is the requirement for landscaping – conditions 9 and 10, the drainage infrastructure – condition 45, the requirement for green and brown roofs – condition 46 and the requirement to connect to the district heat system – condition 48. In respect of the Section 106, section AA (water), section W (environmental sustainability), section X (energy), section Y (construction materials and waste and section Z (Waste) are all relevant.

Condition 17 requires the submission and S106 clauses enable future Council control of the environmental measures described here. In other cases control can be achieved through both the conditions and the Section 106.

*Condition 17- The Environmental Sustainability Plan*

- 6.35 Criteria (a) and (b) of condition 17 requires that the energy efficiency measures be set out in full including an explanation as to how a reduction in carbon emissions has been achieved as summarised in paragraph 6.30 above. (c) relates to green and brown roofs (see 6.31) and (d) relates to energy supply. This criterion requires each building be linked to the energy centre proposed for the entirety of the King's Cross Central site. It also requires an assessment of any other measures to incorporate renewables. (e) requires BREEAM rating of 'very good' or better – The applicants have submitted a BREEAM pre-assessment that anticipates and 'excellent' score of 70%. The full certified assessment is currently underway and will be submitted as the design and build process, and (f) relates to habitat for wildlife – the green and brown roofs provide the habitat.

*Energy*

- 6.36 The King's Cross Energy Centre will comprise three combined heat and power (CHP) units each rated at 3MW. It is initially proposed that the CHP be gas fired with the facility to change to bio-fuels. The CHP units will provide 75% of the heat demand for the entire site and the gas-fired/biomass boilers the remaining 25%. The Energy Centre is part of Zone T in the eastern section of the north of canal part of King's Cross and an application is expected in the near future following extensive pre-application discussions. R2 incorporates the necessary infrastructure to connect to the energy centre and it will provide for (approx.) 15% of electricity demand, 40% of cooling function and 75% of heat demand – these represent the maximum practicable potential because of the need to match heat and power loads on the system and seasonal variations within the loads.
- 6.37 Whilst not 'renewable' power in the conventional sense, the use of low-carbon heat and electrical power from the Energy Centre will add nearly 10% to the energy savings (when calculated against Part L of the Building Regulations) to bring it up to the 41% mentioned above. Whilst the biomass system has yet to be resolved and will be a matter for the ESCO that operates the facility, biomass would add 1.5% saving and the total could be as high as 55% or 65% depending on supply.
- 6.38 As condition 17 requires, the applicants have looked into and discounted alternative renewable energy sources on the following grounds: *Wind turbines* R2 is not within the 'priority zone' for wind power on the parameter plans for King's Cross and they would be better placed on the taller buildings coming forward as part of R4 and R5 – where 'clean' access to the wind would be available without the same degree of turbulence. *Solar hot water* the contribution would not be significant as demand for hot water is limited in an office building. *Ground source heat pumps* this is not a preferable option for the building as it has a cooling only application, rather than a balanced heating and cooling application and the ground/aquifer temperature would eventually change. *Photovoltaics* As with other measures that would be mounted on the roof, the competition for space would compromise other measure described above and of the available space would add only 0.1% carbon saving.

### *Water*

- 6.39 Condition 45 and the S106 limits the amount of storm and foul water discharge from the site and utilise BREEAM methodology to secure 40% of the potable water consumption credits. To achieve this, the applicants have incorporated a sustainable urban drainage system covering natural absorption through planted roofs, grey and rainwater recycling, which would reduce peak run off (when compared with a normal flat roof) by 40%. The applicants are confident they can manage the discharge from the building and surrounding streets within the limits of their requirements under condition 45.

### *Materials*

- 6.40 As part of BREEAM and as required by section Y of the S106, the applicants will use a pre-agreed construction materials and purchasing strategy, carefully minimising waste during construction and limiting the use of packaging. Soil will be reused as far as possible for planting at roof level (subject to contamination) and the brown roof material. The anticipated credits from the BREEAM construction targets will seek to achieve the best possible performance.

### *Waste*

- 6.41 Section Z of the S106 and Condition 28 require the submission of a waste strategy. The strategy incorporates education of occupiers on the minimisation of waste and the provision of dedicated and segregated storage facilities within the building with lift access to all uses and centred of the servicing yard. (await comments from relevant team)

### **Transport and Servicing**

- 6.42 The scheme includes provision for general servicing, cycle parking and car parking within the building envelope. Servicing will be into the east side of the building off the future York Street, towards the northern end. Access to the small internal car park will be on the northern boundary. The internal 220 space cycle parking area and facilities are entered on the west side.

### *Cycle parking*

- 6.43 Camden's Parking Standards for cycles (*Appendix 6 of the Unitary Development Plan*), states that 1 storage or parking space is required per 250sqm or part thereof for the B1 (office), plus at least another 2 spaces for visitors. 38,630sqm of B1 office proposed therefore at 157 cycle parking spaces area required for this element. The spaces will be available for all users in the building, proposing 220 cycle parking spaces in the basement cycle parking store via Josta two-tier cycle parking and there will be an additional 30 space via 15 Sheffield stands on the kerb build-outs along East Street. Access to the basement cycle store is via stairs with an adjacent ramp to wheel the cycles along and there is also a lift, large enough for accommodate a cycle which has not been upended, which can be accessed via the main lobby. Also provided are shower/locker facilities. It is considered that the cycle parking provision would be excellent, beyond both the level required by standards in the UDP and that required by BREEAM. Condition 51 of the outline permission controls cycle parking.

### *Car Parking*

- 6.44 Based on 38,630 sqm of B1, a maximum of 30 car parking spaces (1 per 1250sqm), is permitted as per the outline planning permission (Condition 49 of the outline planning permission). The applicant has provided well below this with only 7 car parking spaces, plus an additional 4 space with dimensions suitable for disabled drivers. This under provision is welcomed and the proposed number of car parking spaces is acceptable. A small error in respect of the layout/markings of the disabled parking bays – picked up by TfL is easily capable of resolution and requires no additional space, rather a change to how it is marked.
- 6.45 The car park entrance is 3.26 metres wide. Camden's guidelines expect a clear visibility of a least 4.8 width between 0.6 and 2.0 metres above the level of the footway is normally required as per section 49 of Camden's Planning Guidance. However, Camden's planning guidance should be considered along side other factors and a reduced width can be accepted in this instance for the following reasons:
- The road that the vehicles will emerge onto (East Lane) will be within a 20mph Zone, so vehicle speeds will be low.
  - There will be a low volume of movements in and out of the car park (11 spaces in total).
  - There is adequate visibility for emerging cars to see other cars on the roads, and therefore the only issue is whether emerging cars will be able to sufficiently see pedestrians and pedestrians will be able to sufficiently see emerging cars.
  - There will be a low volume of pedestrians along East Lane.
  - The entrance to the car park has an electronic gate, which will have two effects. When it opens pedestrians will see this and will be alerted to the fact that a vehicle is likely to exit. Vehicles wishing to exit will have to wait in front of the gate whilst it opens and therefore will be travelling very slow speed.

### *Urban Home Zone*

- 6.46 The East Lane (to the north of the building) and East Street (to the west) will ultimately form part of the Urban Home Zone (UHZ), a street area where measures are included to prioritise pedestrians over vehicles designed and configured to prioritise social and environmental functions and make them work harder as public, social and play spaces. The application includes the two streets mentioned with no UHZ measures other than providing the requisite highway width and an area of tree planting. The applicants have indicated that such design work will be undertaken as part of the R4 and R5 applications. A condition is recommended to reserve such matters that can be added to the layout of the streets shown on the application drawings.

### *Servicing*

- 6.47 The servicing for the building is proposed via a purpose-designed yard within the ground floor of the building and accessed via York Street on the east side of the building. The application particulars also include a full management strategy that sets out the respective servicing requirements for the smaller and larger users and how the internal space/lifts can be used to facilitate all aspects of servicing. The details and strategy are considered to be acceptable from both a highway safety

and compliance with parameters on the drawings approved at outline stage. Condition 22 of the outline permission would ensure that the space is provided and the management strategy be implemented in accordance with the submissions made.

### **Access and Safety**

- 6.48 The applicants are required to submit a full access statement as part of any reserved matters submission (Condition 19). Details submitted have regard to the 'scene setting document 'King's Cross Central Access and Inclusivity Strategy (Sept 2005) and relate to the building itself and the public realm.

#### *R2 Building*

- 6.49 In summary, the building itself has been designed to accommodate the concept of 'Inclusive Design'. Amongst other measures, entrances will be fully automatic with level thresholds utilising surfacing with clear visual contrast. Each part of the building can be accessed by lifts and the scheme incorporates fire fighting lifts. There are areas of refuge linked to a security control point and fire control panel and a management strategy will be implemented. Cycle parking and disabled car parking spaces are also provided (see section above). Some concern was expressed about the doors to the cycle store and the fact that they are shown to open onto the footway. The applicants have confirmed that the doors would be inwardly opening for normal use and automatically reverse in emergency and in such circumstances an alarm would sound – this is acceptable from a pedestrian safety perspective. The design of the building would meet Part M of the Building Regulation and the aims and objection of the Disability Discrimination Act. Accordingly no objection is raised on the ground and the terms of the condition can be discharged.
- 6.50 The references by local groups to the illegibility of the main access to the building is not understood as it could be accessed from the south via the main desire lines or via the Cubitt Park/pocket park route that the KX Development Forum consider to be the most likely. The entrance columns are clearly a different colour to the brick (Stone finish) and the open colonnade runs from the south west corner to the centre of the west elevation where this access is formed.

#### *Public Realm*

- 6.51 The public realm is limited to the footways and road to the north, east and west of the site. The access statement refers to appropriate pavement and road treatment and ensures the following:
- No gradients in excess of 1:21;
  - 125mm kerbs to provide definition for those with partial vision whilst softening the visual impact;
  - Wayfinding will be reserved as it is likely to come forward as part of a strategy for the entire site, however it will meet normal highway standards;
  - York stone paving and granite curbs will provide a visual contrast to the tarmac;
  - There is a desire to minimise street furniture;
  - Where possible light fittings and other furniture will be mounted on the building.

It is important to note that a number of matters above have been reserved by the applicant and there will be suitable opportunity for the Council to exercise control at a later stage in full consultation with access groups. The street furniture and signage will be considered alongside the Urban Home Zone design referred to in paragraph 6.46 above.

- 6.52 A number of objectors have referred to the width of pavement and, in particular, the width at the north east and west corners as well as the south east corner. The amount of space does represent a 'pinch point'; and it was raised at pre-application stage; however the available 2m is considered to be acceptable, including for persons using buggies/wheelchairs. This is partially on the basis that the respective routes will not be that heavily trafficked by pedestrians or vehicles. The concern in respect of additional obstruction from street furniture (not shown at this stage) is valid and will be taken into account when a street furniture and signage strategy is developed for the whole site. In circumstances where pinch points exist, officers will seek to ensure items are mounted on the building and there is no resulting obstruction.

### **Amenity**

- 6.53 The main issue in this regard relates to the potential noise nuisance to future residential occupiers from plant mounted on the building. Condition 60 requires the submission of information to demonstrate this will not occur and Condition 59, requires the agreement of a baseline noise monitoring report, which has already been agreed. Condition 60 also requires that plant operate within the Council's normal noise standards (5dB below background – or baseline – noise levels). The information submitted demonstrates that the plant can operate without within the standards without harm to the nearest noise sensitive façade. In the case of R2, the nearest residential window has yet to be fully designed; however it is likely to be a higher level window on another of the Zone R subzones. Officers are therefore confident that the existing level of control is sufficient and will ensure that the future amenity of residents will be protected.

### **Other Issues**

#### *Earthworks and Remediation*

- 6.54 Condition 18 requires the submission of an earthworks and remediation plan, which also relates to matters associated with levels (Condition 31) and spoil extraction (Conditions 64 and 65). The document essentially sets out the applicant's response to delivering the appropriate site levels and ground conditions. Site levels have already been addressed as part of the considerations (see paragraph 6.7 above) and spoil extraction is dealt with in the paragraph below. In respect of ground conditions and the potential for contamination, the Council's contaminated land officer is satisfied that the analysis and measures proposed are acceptable and can be discharged. There is a follow-up requirement for a verification report, which has now been incorporated in the Plan and will form part of the applicants' requirements to comply with Condition 18.

#### *Vehicle movements associated with construction*

- 6.55 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. The amount of spoil

required to be removed as a result of the basement depth proposed is balanced against the need to build site levels to carry the adjacent roads. The applicants have provided figures for the amounts of spoil/material and the associated lorry movements that demonstrate they can comply with the terms of the condition.

#### *Archaeology*

- 6.56 The applicants have submitted a full specification for an Archaeological Watching Brief as required by the Outline Permission; however at the time of drafting no formal response had been received from English Heritage GLAAS. The matter may be the subject of further discussion and a full response will be presented to Members either as part of the Supplementary Papers or verbally at the Committee. The matter may be controlled by ensuring the specification is acceptable to EH (GLAAS) or by reserving for further approval by condition.

### **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 This application is the second significant reserved matters submission presented to Members for the King's Cross site in that it proposes a commercial head office building alongside the large scale educational use permitted and now taking shape as the University of the Arts. The supermarket operator Sainsbury's will be the occupier and they are already signed up to the scheme, which ensures a strong likelihood that the building will be constructed and occupied. Such a consideration is important in the current economic climate as it would act as an anchor to further investment in support of Council strategic policy objectives to promote the regeneration of the King's Cross railway lands.
- 8.2 The applicant has demonstrated that building proposed falls within the parameters set by the Outline Planning Permission for the King's Cross Central site in respect of footprint, massing, height and use. The design and materiality of the building is of high quality and properly respects the industrial character of King's Cross and the listed building to the south. It can also be demonstrated that the architect has paid due regard to the objectives of the Urban Design Guidelines and master plan for the development of the area to the north of the canal and that the building design will ultimately form an important and appropriate part of the emerging townscape context.
- 8.3 The building would also be an exemplar in sustainability terms ensuring a low carbon footprint well in excess of current building regulations and planning policy requirements. The fact that the King's Cross site has an integrated energy strategy with localised energy production together with the measures proposed now for the recycling and reuse of water would also ensure that the operation of the building would be sustainable. The high quality roof landscape would also contribute to the character of the area and biodiversity generally.
- 8.4 The application also covers the wide range of associated considerations and it has been demonstrated that the scheme would comply with all issues that have been

set out as part of the outline permission. The relevant conditional and legal controls that already exist will ensure the Council will have the ability to ensure that the applicant delivers the full extent of the benefits the building offers without compromise to local environmental considerations.

## **9. 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:

1. Prior to the commencement of the relevant part of the development hereby permitted, the following details shall be submitted to and approved in writing by the Local Planning Authority:
  - Samples and details of all external materials and finishes.
  - Full scale sample panel of whole office bay one grid wide and one storey high to include brick piers, expressed floor plate, windows, metal spandrel and solar fins.
  - Full scale sample panel of whole shop bay one grid wide and one storey high to include brick piers, brick pier interface with street, shop front, doors, shop sign, canopy.
  - Materials and detailed design of the internal returns and soffit of service bay and car park to a depth of one structural grid from street, service bay doors and fire escape doors.
  - Materials and detailed design of entrance colonnade including stone screen with windows, soffit, columns, entrance doors.
  - Materials and detailed design of roof level finishes including balustrade, canopies.

Thereafter, the relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies B1 and B7 of the London Borough of Camden Replacement Unitary Development Plan 2006.

2. The sample panels of the external facing materials shall be provided on site, in accordance with the details agreed in writing pursuant to Condition 1 above, and shall itself be approved in writing by the Council before the relevant parts of the works are commenced. Thereafter, the development shall be carried out in accordance with the approval given and the sample panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies B1 and B7 of the London Borough of Camden Replacement Unitary Development Plan 2006



3. The two street shown as East Lane and East Street on the drawings hereby permitted and defined as R1 and R3 on the 'Principal Access and Circulation' parameter plan numbered KXC007, granted permission as part of Outline Planning Permission ref: 2004/2307/P, dated 22<sup>nd</sup> December 2006, shall only be constructed and laid out as shown until such time as Zone R is developed to incorporate any residential component in any or all of the subzones known as R1, R3, R4, and R5 (as defined by the 'Development Zones' parameter plan numbered KXC005, granted permission as part of Outline Planning Permission ref: 2004/2307/P, dated 22<sup>nd</sup> December 2006). All subsequent reserved matters applications for any of the aforementioned subzones shall be accompanied by a comprehensive scheme for an Urban Home Zone that shall employ the principles set out in the 'Main Site Revised Development Specification', dated September 2005 as it relates to the entirety of Zone R.

Reason: To enable the Local Planning Authority to retain adequate control over the precise form of the Urban Home Zone, details of which have not been provided in the reserved matters submission, and to ensure compliance with the parameters and development specification of the Outline Permission referenced above.