

7 Relationship with the Development Specification

- 7.1 Condition 31 of the Planning Permission requires the development to be carried out in accordance with certain Revised Parameter Plans and as described in specified paragraphs of the Revised Development Specification dated September 2005. Sub-para (d) refers to:

"The Principal Access and Circulation Routes shown on drawing KXC007 Rev S together with paras 4.30 – 4.47 and with Annex C to the extent that it provides a summary and indicative specification for the routes only."

- 7.2 Drawing KXC007 of the Revised Parameter Plans identifies access points for below-ground service roads, including the access point off Goods Way for the Access Ramp to the Shared Service Yard and building basements within Development Zone A. As explained in section 3, in due course, the intention is to extend the Access Ramp up to Goods Way. This 'Stage 2 Ramp' is not part of this submission and it will be brought forward later, probably alongside details of the new Boulevard route, to tie in with Goods Way as shown on Drawing KXC007.

- 7.3 Sub-para (k) of Condition 31 refers to:

"the Basement zones shown on drawing KXC016 Rev O together with paras 3.40-3.41 and 4.82-4.86;"

- 7.4 As explained in section 1, Drawing KXC016 of the Revised Parameter Plan indicates, with blue hatching, the proposed "Service Access and potential King's Cross Station Servicing", within a larger area shaded pink, denoting "Areas within which New Basements may be Constructed". The Service Access and King's Cross Station Servicing referred to is provided by the Shared Service Yard and Access Ramp which is the subject of this submission.

- 7.5 The boundary of the Shared Service Yard extends beyond the blue hatched area shown on Drawing KXC016, though it has a smaller footprint than the blue hatching overall. Moreover, the extension still falls within the wider basement area shaded pink on the plan. In short, the Shared Service Yard and Access Ramp remain within the "areas within which new basements may be constructed" and thus consistent with Drawing KXC016 of the Revised Parameter Plans.

- 7.6 Paragraphs 3.40 and 4.84 of the Revised Development Specification state that basement floorspace south of the Canal would not exceed 32,000 sq m. Paragraph 4.85 however indicates that this figure does not include below-ground service roads within Development Zone A and this is reflected within the wording of Conditions 31(k) and 37. This exclusion would apply to the Access Ramp. The basement floorspace provided by the Shared Service Yard itself totals 1,907 square metres, of which 840 would be for Network Rail and 1,067 would be for the Building(s) within Development Zone A1.

- 7.7 Sub-para (l) of Condition 31 additionally encompasses:

"the Servicing arrangements shown on drawing KXC017 Rev R, together with para 4.87;"

- 7.8 Drawing KXC017 of the Revised Parameter Plans identifies those frontages around Development Zone which would not include any direct car park or service yard entrances, or direct service access. The Enabling Works provide the means to comply with the Parameter Plan, which envisages a sole service access from Goods Way, as described in para 7.3 above.