Contents

1.0 Introduction

1. These applications are being made in order to significantly enhance the capacity and infrastructure at King's Cross Station. The works in these applications are a substantial part of what is commonly referred to as the King's Cross Station Enhancement project (KXSE). The development will upgrade station facilities and operations, to meet both current and future passenger needs. A new Western Concourse building will accommodate the projected facilities, circulation and accumulation areas required to meet passenger demand for the foreseeable future. There will be a new platform (currently referred to as Platform Y) under the Eastern Range to increase the station's operating capacity. The existing southern concourse will be demolished, to reveal the south facing facade of the Grade I listed station and create a new public realm off Euston Road.

2. King's Cross Station was opened in 1852 to provide facilities for the Great Northern Railway. For the first 10 years of its life the Main Train Shed had only two platforms and all passenger services were provided within the station structure. In 1875 the Suburban Train Shed was added to the station. The station now has eleven platforms (platforms 1-8 within the Main Train Shed and platforms 9-11 in the Suburban Train Shed).

3. Between 1862 and the 1970's, the station's commercial services were increasingly provided outside the Main Train Shed in an accumulation of buildings adjacent to the Euston Road station facade. In the 1970's, this concession "village" was replaced by the existing southern concourse, including a full travel centre and access to the London Underground.

4. The site is immediately adjacent to the Grade II Listed Great Northern Hotel and opposite the Grade I Listed St Pancras Station and St Pancras Chambers. The stations, and their setting create a highly valued and unique Victorian railway precinct, and this status dominates the policies in the regional and local plans applying to the site.

5. The growth in demand on the rail network, specifically along the East Coast Main Line, and the need for a better interface with the underground network has highlighted the inadequacies of existing passenger services at King's Cross station.

The station is currently served by three franchises: GNER (Great North Eastern Railway) provides national train services to Yorkshire, the North East and Scotland; FCC (First Capital Connect) providing regional train services to Cambridgeshire, Norfolk and Huntingdonshire; and Hull Trains providing train services to Hull. The number of franchisees may change in the future with more added to those operating out of the station.

6. The existing concourse is extremely congested, even for current levels of demand. Over the next 4 years demand is predicted to increase significantly, with passenger throughput at the station increasing from the present level of 50 million passengers per annum to 60 million per annum in 2020. This, together with the need to upgrade passenger service facilities, will require the provision of a larger concourse area. The design has derived from several capacity objectives including; a train service pattern which provides for 7 intercity, 8 (8 car) suburban and 4 (12 car) suburban trains in the peak hour (known as a 7/8/4 train service). The concourse design is based on the projected two hour peak flow generated by the 7/8/4 train service which (during a 15 minute service disruption[1]) would require a concourse that can accommodate 4,730 passengers.

7. The existing southern concourse comprises some 2,400m^2. Floor space requirement analysis and passenger movement modelling has identified the need for a new concourse comprising some 5,050m^2 to meet the demand generated from this enhanced level of train service. The breakdown of floor space need and allocation within the concourse is shown on Table 1.

Table 1: Concourse floor space allocation

Primary passenger accumulation footprint:	*3,300m^2*
An area safeguarded for circulation around London Underground (LU) and station entrances	*1,730m^2*
Total	***5050m^2***

8. Six underground lines also pass under the area; the Northern, Piccadilly, Victoria Circle, Metropolitan and Hammersmith and City lines. Passengers also pass through the station to use buses, and to link with cycle-ways and pedestrian networks. Improving the access to London Underground's lines and ticket halls is a significant

[1] Assuming that 20% of the passengers are in retail/catering accommodation.

aim of the project. The completion of the Channel Tunnel Rail Link (CTRL) works at the adjacent St Pancras Station, with trains arriving from Brussels, Lille and Paris, will also shortly raise the station's function to that of an international gateway, in addition to the need to enhance the station to meet local and regional commuter needs.

9. King's Cross station is located at the southern entrance to the King's Cross Central (KXC) Opportunity Area, which comprises some 27.2 hectares. The application site covers a little over 10% of the King's Cross Central Opportunity Area, at 3.2 hectares. However, its location is significant, as it is the southern gateway to any development in the King's Cross Opportunity Area, and the King's Cross Station is a significant component of the historic Victorian railway precinct.

10. The future development of the King's Cross Opportunity Area is being promoted by Argent, London and Continental Railways and Exel plc (*which is referred to in this statement as the KXC scheme, and/or as "Argent" as applicants*). Camden Council has resolved to grant planning permission and the related heritage consents for KXC, subject to finalising the Section 106 agreements. The development is to be mixed use, with offices, housing, hotels, retail and community and leisure facilities. Network Rail's application has been prepared to integrate the station's enhancement proposals with the KXC scheme planning applications, and works being undertaken by London Underground Limited (LUL), under the Channel Tunnel Rail Link Act 1996 (CTRL). Through joint working with; the Department for Transport (DfT), Argent and LUL these applications are compatible, and wholly integrated with the other stakeholder projects. Going forward, this project has also been integrated with the contemporaneous planning and listed building applications for the arcading of the Great Northern Hotel (GNH) by Argent.

11. Part of the new Western Concourse will be constructed on land owned by the Secretary of State for Transport. The KXC scheme already has outline approval for several elements that are an integral part of the overall Network Rail KXSE project. These include the sub-surface Shared Service Yard (with its ramp connection to Goods Way), the realigned Pancras Road and the northern square. Argent will apply to Camden to develop a pedestrian arcade at street level within the footprint of the GNH. This is required to accommodate the new concourse and to ensure safe, legible and inviting pedestrian routes at this important gateway area once the new concourse is in place.

2.0 Description of the Planning and Listed Building Applications

12. Network Rail's objectives for the development are to:

- To improve the capacity and operation of the station
- Provide safe and enhanced facilities for passengers; including ticketing, information, rest and circulation areas as well as retail and catering services
- To provide a unified concourse for suburban and intercity trains
- To provide a new platform (Y) to accommodate longer trains, thus increasing capacity on some services
- Improve and enlarge the inter-modal links, and the public realm.

13. The planning and listed building application forms describe the proposed works to the station as follows:

Planning application

Works to King's Cross Station including demolition of Southern Concourse and construction of new Western Concourse (including works to attach the concourse roof to Great Northern Hotel façade) to provide for new operational railway purposes and passenger facilities, to include ticketing, catering and station retailing at ground and mezzanine levels together with ancillary office accommodation; to provide for integrated access facilities to London Underground Northern Ticket Hall; to demolish existing pedestrian footbridge and construct new pedestrian footbridge from the new concourse over platforms Y-8 (including provision of lifts and escalators); to alter, refurbish and upgrade the Western Range (including the repair of the bomb gap) and the Suburban Train Shed; alterations to platforms 5-8; construction of Platform Y; landscaping of new Southern Square; construction of canopies to front of Main Train Shed facade and at taxi pick up and drop off locations; removal of Great Northern Hotel porch, and Western Range Porte-Cochere and Suburban Train Shed canopy; alterations to basement level servicing facilities including construction of new lifts; interim servicing arrangements; and all other works to facilitate the structural strengthening and refurbishment of the Western Range, and the construction of the new concourse.

Listed building applications

Works to King's Cross Station including demolition of southern concourse and alterations, refurbishment and structural upgrading of the Western Range and construction of new Western Concourse (linked to Western Range and to Great Northern Hotel facade), including re-planning of internal arrangements; installation of catenaries for new platform Y; demolition of existing footbridge and construction of new

footbridge over platforms Y-8; refurbishment of original booking hall; construction of canopies to the front of the Main Train Shed and taxi pick up and drop off points; alterations to platforms 5-8 and Suburban Train Shed facade; demolition of engineers 'bothy' removal of a major portion of the cobbled Cab Road, stone flagged pavements and stone capped brick retaining walls, Great Northern Hotel porch, Western Range Porte-Cochere, demolition of the northern canopy to the Suburban Train Shed; repair of bomb gap damage and other works required for the construction and operation of the new concourse facility.

14. The following documents accompany the application:

Application forms
A Design Statement
An Environmental Statement (ES)
Design Drawings
This Planning Statement
A Retail Impact Assessment
An Access Appraisal
Report on Consultation
Station Design and Passenger Movement Report
Sustainability Report

For information purposes the following reports are also provided:

- Conservation Plan (for information)
- Report on Interim Station Servicing entitled: *Phase II Temporary Service Yard, Option Arrangements*

15. This Planning Statement addresses both the need to apply for approval for the developments under the Town and Country Planning Act 1990, and to obtain listed building consent for the changes to the Grade I Listed King's Cross Station building and works within the curtilage of the Grade II listed Great Northern Hotel (including the demolition of the GNH porch). The planning unit is also within the Kings Cross Conservation Area - which straddles the boundary of both the London Boroughs of Camden and Islington.

16. The scheme falls generally within the category of "urban development projects" for the purposes of the Town and Country Planning (Environmental Impact Assessment)

(England and Wales) Regulations 1999 ("the EIA Regulations"). Such projects, where they are in excess of 0.5 hectares, are referred to in the EIA Regulations as "Schedule 2 development" and require the preparation of an Environmental Statement (ES) where there are significant effects on the environment. An EIA has been prepared by Environmental Resource Management (ERM) and the findings reported in the Environmental Statement accompanying these applications. This has been prepared in accordance with the EIA Regulations, the EIA Directive and good practice guidance (contained in documents such as DETR Circular 02/99 entitled Environmental Impact Assessment).

17. The King's Cross Opportunity Area Planning and Development Brief sets out Camden and Islington Councils expectations for applications relating to development at King's Cross Station. These include providing an Environmental Impact Assessment where appropriate, and a Retail Impact Assessment. A transport assessment, including an assessment of passenger movements, is included in the ES as Section 9: *Transport and Pedestrian Movements*. A separate retail assessment by GVA Grimley entitled: *King's Cross Station Enhancement Retail and Planning Statement* is also provided.

18. Network Rail recently secured listed building consent to carry out refurbishment works to the Eastern Range of King's Cross Station, parallel with York Way. These works are required to refurbish the office accommodation in the Eastern Range (which will be used by the current occupants of the Western Range during the construction of the new concourse), and some refurbishment works to the building fabric and services. Further listed building applications by Network Rail will be submitted to carry out works to the Main and Suburban Train Shed roofs and platforms.

19. The works that require planning or listed building consent are as follows:

Architectural and structural new works

- New Western Concourse building, including; mezzanine, structures supporting new concourse building, under slab services and drainage, integration with GNH, and pavement works.
- Development of new southern square, hard landscaping, integration with LU vents and streetscape.
- New canopy to southern facade of station.
- Total increase in station retail floor space by approximately 1793m^2.
- Ancillary directional signage.
- Repair of brick facade to bomb gap, including integration with Western Range facade.
- Taxi drop off and pick up areas, with associated canopies (2) and taxi lane (western side of GNH, off Pancras Road).
- New pedestrian bridge for movement of passengers from new concourse mezzanine building, connecting platforms Y to 8 across the Main Train Shed with new north facing escalator, lifts.
- New Platform Y below Eastern Range offices.
- New On Board Services (OBS) lift serving platforms Y-8.
- Structural works to part of the Suburban Train Shed; including roof area.
- Basement plant room and links to basement Shared Service Yard (SSY) facilities.

Remodelling and refurbishment

- Reinstatement of old booking hall volume, removal of old plant.
- New cooling plant, heat exchanger and boiler above old booking hall.
- Reconstruction of northern wing gable bay.
- New lifts and elevators to cross-platform OBS tunnel, new OBS basement entrance, extension of old parcels tunnel to existing OBS route from Northern Ticket Hall.
- Interim station servicing arrangements.
- New water tanks and fire water supply facilities in basement, new fire detection, public address and customer information services.
- Structural framing of basement area and ground floor of southern wing to accommodate new platform access from Western Concourse.
- Refurbishment of the Western Range offices.
- Removal of the station's war memorial and its relocation to the south end of the Cab Road facing the buffer stops at Platform 1.
- Openings at first floor of Western Range to allow movement of passengers from mezzanine to platforms in Main Train Shed.
- New openings at southern end of ground floor of Western Range for new ticket barriers and from new concourse building to platforms.
- Shortening of platforms 5-8 to accommodate new concourse passenger flows.
- Provision of ticket gates in southern wing and to platforms 9-11.
- Modifications to entrance off York Way.
- Renewal and modification of station utility services.
- Extend platform 1 to 300 metres.

Demolition of listed items

- Permanent removal of the Porte-Cochere structure to the Western Range (31.3mx14.5m) to accommodate the new concourse (already removed and in storage as part of LUL works – who are conditioned to re-instate the structure).
- Permanent removal of the porch on GNH north-eastern facade (already removed and in storage as part of LUL works).
- Works to Western Range buildings to integrate new concourse and improve station accommodation and access.

- Remove the existing pedestrian bridge connecting platforms 1-8 across Main Train Shed.
- Remove the engineers 'bothy' [2].
- Remove a major portion of cobbled surface of cab drive and retaining walls.
- Demolition of 1970's southern concourse building.
- Remove the northern canopy outside Suburban Train Shed (partly removed to provide for LUL structural works).
- Demolish the southern end of Suburban Train Shed.

Works required to link with new infrastructure

- Transfer structures (escalators/lifts) to LUL ticket halls.
- Connections with surface level transport; taxis, future Tram, cycle ways, pedestrian, buses.

20. The red line planning and listed building application boundaries are shown on the application plan drawing reference number *AL-S01 Rev1*. These applications are accompanied by drawings that have been developed over the last three years. While the application plans show the most up to date KXSE scheme within the red line boundary, parts of the Argent scheme for the development of the KXC land (shown for information purposes) are now out of date following revisions to their previous planning application.

21. Network Rail will be discussing with the London Borough of Camden appropriate Section 106 Town and Country Planning Act 1990 requirements.

22. The new Western Concourse building will be semi-circular in plan, responding to the concave elevation of the Great Northern Hotel, with radial roof supports and focused on the station's original booking hall. At its highest point the new concourse building meets the central bay of the Western Range below cornice level. The new concourse roof will abut the GNH and its flashings will 'touch' the hotel facade at the first floor level - to create a seamless intersection between the two buildings. The GNH will be arcaded at ground floor level to ensure safe, legible and inviting pedestrian routes at this important gateway area once the new concourse is in place (including at times when the concourse is closed).

[2] The Engineer's 'bothy' is a two storey Victorian brick structure with a slate roof located at the throat of the station. In the UK the term 'bothy' is used to describe unlocked shelters that can be used by anyone, and they are found mainly in rural areas. An early plan marks the building as the policemen's 'bothy'.

23. The roof of the new concourse will be constructed from aluminium triangular shaped panels and partly glazed (30% of the total roof area). This will give the new concourse a light and partly transparent appearance, and allow views to the adjacent listed buildings. It has also been designed to be an un-heated space which will rely on natural ventilation at all times.

24. The constraints and opportunities leading to the decisions about the form and placement of the new concourse building are covered in the Design Statement and in Section 2: *The Proposed Project* of the ES. The construction of a new Western Concourse was found to be the best and most viable option - while still achieving an acceptable level of operation in the station. This option recognises many stakeholders' aspirations for an open public realm space to Euston Road. The assessment of options has been undertaken as part of the extensive and ongoing discussions with key stakeholders including; Transport for London, the Greater London Authority, English Heritage, London Borough of Camden/London Borough of Islington, the Commission for Architecture and the Built Environment (CABE), and the train operating companies (TOCs).

25. The area between St Pancras and King's Cross Stations is highly important in terms of its heritage setting (which includes the GNH) and also as the gateway to the KXC lands to the north. These applications are complementary and integrated with the separate Argent application to arcade the GNH, as the treatment of the space between the major stations and the GNH is pivotal to the legibility, safety and amenity of this space to both transport users, and those gaining access to the KXC lands. This area will have a heavy footfall; both from the interchange function between transport modes, but also as the southern gateway to the mixed use development to the north.

26. The GNH arcade application is based on the need to provide an inviting space for pedestrians using the station or passing through the gateway area. The arcade will provide a key north-south through-route when the station is closed at night, or at times when it is closed for security or operational reasons. The creation of this space requires changes to the listed hotel at basement, ground and first floor level, to create a space that integrates seamlessly with the concourse floor and the public realm. The proposed development of the concourse and the arcade at the GNH, has addressed, in an innovative and sensitive way, all the parties shared objectives of

retaining the historic buildings, with the need to create a high quality public realm and good access.

27. Although the new Western Concourse option has some adverse effects on heritage values[3] this is considered to be far outweighed by the significant gains resulting from the enhancement of the station's capacity, exposing the southern facade of King's Cross Station, the renovation of significant parts of the Western Range, as well as the creation of a public square between the station and Euston Road following the demolition of the southern concourse.

28. The placement of the new concourse and general station enhancement requires consequential works to be carried out to the Western Range buildings. These include; openings created at both ground floor and first floor levels to accommodate new passenger flows between the Main Train Shed and the concourse waiting areas, lift and services improvements, the provision of a new walkway across platforms 1-8 (replacing the existing bridge which is to be removed), the reinstatement of the Old Booking Hall atria, and the refurbishment of offices.

29. The KXC scheme sought outline approval for a sub surface service yard under Block A1. Network Rail's application covers works that are required at basement level under, and adjacent to, the Western Concourse to provide the plant room, lifts and stairs that will eventually link to the KXC basement service yard.

30. The planning application also addresses interim servicing arrangements for the station - as works will be undertaken on various parts of the site as construction progresses. Currently station servicing is provided in an area known as the West Yard, immediately to the west of the Suburban Train Shed with access from Pancras Road. The area is approximately 1310m^2 and it provides space for the storage of compacted waste materials, loading bays for both articulated and heavy delivery vehicles and parking spaces for disabled and police vehicles. The interim service arrangements are covered in the report entitled *Phase II Temporary Service Yard, Option Arrangements* provided for information with these applications. The report demonstrates that temporary servicing can be provided to accommodate the construction phases of both the KXSE and KXC proposals. While the interim arrangements change the position of the service area as construction work sites

[3] See *Cultural Heritage* Section in the ES

change, access will continue to be via Pancras Road (on its current or new alignment).

31. Station servicing will ultimately occur from the basement Shared Service Yard and it will have a separate vehicle access (from Goods Way), thus segregating service delivery vehicles from taxi and private vehicle parking and drop off areas. A managed delivery operation and improved storage at the station will reduce the numbers of delivery vehicles to some 61 on a daily basis (from the 106 deliveries that occur now[4]). Outline approval has been sought by Argent for the proposed basement development; however, detailed design has yet to be submitted.

32. The OBS tunnel (under Platforms 1-8) located in the Western Range building will be altered, extended and linked in with a new basement Shared Service Yard (included in the KXC scheme outline applications). The old parcels tunnel will be altered and extended at the western end to provide an OBS link which will run along the rear of the Northern Ticket Hall.

33. The existing single storey southern ticket hall was constructed in the 1970's as a temporary solution to the station's capacity problems. This building obscures the Euston Road frontage and the south wall of the station. The LU ticket hall is located under the southern concourse building. When this building is demolished the access and the vents to the Underground station will remain, with the larger balance of the area paved and landscaped to a high quality.

34. The new southern square will be predominantly open, using stone for hard landscaping and keeping visual clutter to a minimum. The applications do not contemplate any change to the exterior finishing of the existing LUL vents and access stairs[5]. It is acknowledged, however, that the proposals for the southern square may be influenced by the output from the current King's Cross Urban Realm Study sponsored by TfL and the London Development Agency (LDA).

35. A new northern square, between the new concourse building and the Suburban Train Shed, forms part of the KXC scheme. This square is not part of these applications, although its design has been influenced by specific Network Rail operational and evacuation requirements.

[4] See para 9.5.11 ES *Transport and Pedestrian Movements* report.
[5] These have temporary treatments under the CTRL Act.

36. These applications (and the supporting documents) refer to three types of proposed canopies on, or around the station. These are:

- The entrance canopy to the Western Concourse
- Canopies to the taxi pick up and drop off areas off Pancras Road; and
- The exit canopy, or canopy to the southern facade of the station.

37. The relocation of the main southern entrance to the station, from the southern concourse to the new Western Concourse, requires careful design to ensure that the new entrance draws people visiting the station to use it, rather than the exit-only areas on the southern facade. In addition, this entrance needs to be clearly part of the new concourse and respect its important historic setting. The entrance canopy is set back from the GNH to allow for maintenance of the hotel building. Details of the entrance canopy are shown in the drawings including drawing reference number: AL-041 Rev 2 and AL-50-005 Rev 2.

38. Canopies are also required to protect waiting passengers at the drop off and pick up areas off Pancras Road. The locations of these are shown on drawing number AL-00G Rev 2. Taxi drop-off occurs to the north of the GNH. Passengers will be able to arrive and enter the station under cover. Canopies are also provided to the taxi pick-up area to the south of the GNH, so that passengers waiting for taxi pick up can do so under cover. The final appearance of the canopies will be influenced by the Camden urban realm study.

39. The application proposes a canopy on the southern facade of the station. The design of the Western Concourse requires that passengers arrive, wait, and enter the Main Train Shed from the west, using either the mezzanine or the main gates at the southern part of the Western Concourse. As departing passengers accumulate in the Western Concourse, it is necessary to ensure that those arriving do not move against this flow and that there are clear options for them to move towards the station exit on the southern facade, and enter the Underground, or change to other transport modes. The main entrance to the platforms will be located in the ground floor of the south wing of the Western Range, that is, relatively close to the platform heads at which large numbers of passengers will also be arriving. This area will become the main embarkation point for departing travellers. The large numbers of passengers

during the peak times, plus the limited area available at the platforms heads creates an operational safety problem in terms of encouraging arriving passengers to leave the station by the southern gates.

40. This canopy is a fundamental part of the station's new design and is required to 'extend' the station, south of the platform heads, to ensure that passenger flows can be managed during peak times. The canopy will be the same width as the roof over the London Underground stairs and lift (adjacent to the south wall of the Western Range). The canopy is needed to ensure that there is minimal congestion inside the station when there is any disruption to train services and/or during periods of wet weather.

41. The Report entitled *Station Design and Passenger Movement Report* and the Design Statement provide more detail about the fundamental design principles that have required a canopy on the southern facade of the station. Section 9: *Transport and Pedestrian Movements* of the ES also contains the results of the Fruin modelling work which predicts passenger use and movements for 2020 levels.

42. The *Station Design and Passenger Movement Report* has examined passenger behaviour at major stations during wet weather and applied this to the KXSE proposal. In wet conditions there is the potential for the Western Range gate-line to become congested as passenger's pause to prepare for the rain, before transferring to alternate modes i.e. buses, London Underground trains. This will prevent the smooth flow of passengers on and off trains within the concourse, with possible congestion impacts at the platform heads. Any passenger congestion within the station and at the station exits (in wet weather) creates operational issues. Providing a canopy at the southern facade will address these issues, and ensure that the passenger safety, access and comfort, is addressed through the station design.

43. The public highway arrangement and operations that exist in 2006 are to change significantly over the next few years prior to the commencement of the KXSE project, (hence the choice of 2008 as the project baseline year) due to the CTRL works at St Pancras Station. The road layout will comprise an anti-clockwise gyratory around St Pancras Station along Pancras Road (to be realigned back to the station frontage), Goods Way and Midland Road. Euston Road, which fronts the station, will remain as it is today but with modified signals at the junctions with Pancras Road and Midland

Road. These changes are not covered by these planning and listed building applications.

44. A dedicated taxi and private car set down and pick up area will be provided outside the new concourse building, parallel to Pancras Road[6]. The design and layout of the taxi areas was carried out using Transport for London's (TfL's) guidelines for major stations and a taxi flow modelling package. The passenger set down zone provides 13 set down spaces (10 reserved for taxis and private cars) and 3 disabled parking spaces. After set down, private cars can then exit to Pancras Road and head in a northbound direction. Empty taxis leave the set down area and can then either turn north, or head southwards along Pancras Road in a separate lane to the taxi pick up area located to the south of the GNH. The taxi pick up zone contains 8 bays, and the taxi rank comprises 29 spaces (increasing to 59 once the future realignment of Pancras Road is undertaken by KXC). A full description of the new taxi arrangements is set out in Section 9: *Transport and Pedestrian Movements* of the ES.

45. The Suburban Train Shed will be subject to significant structural alteration to accommodate the new Western Concourse building, including the permanent removal of the northern canopy. The concourse will, for the first time, connect the Suburban Train Shed to the Main Train Shed, so that all the platforms at the station can be viewed and accessed from one concourse building.

46. There will be a number of changes to the Main Train Shed platforms, to improve the station's operational capability and to accommodate passenger flows from Western Concourse. Platforms 5-8 will be shortened in order to accommodate the volume of passenger traffic using the new concourse in the southern wing of the Western Range. Platform 1 will be extended to 300 metres to accommodate longer trains. A new Platform Y, of 300 metres, will be added to the area currently known as the Cab Road at ground level under the Eastern Range. The construction of Platform Y will require the removal of the engineers bothy and office building to which it is attached, the removal of a major portion of the cobbled Cab Road, modifications to services in the Cab Road and some modifications to the York Road entranceway.

47. No changes are proposed to the York Way facade. Under the recently approved Listed Building consent for the refurbishment of the offices, Network Rail will repair

[6] Refer to Plan No 89231/0S/026 Rev H 04/06

any damaged or rotted windows (cills, mullion and transoms). Pivot windows will be replaced with casements to match the original design.

48. The applications also include all the works required to generally refurbish much of the accommodation in the Western Range buildings and the Suburban Train Shed, along with major services upgrades; including fire, water, sewer, plant (lifts, power and communications).

49. A full description of the works proposed, a draft construction schedule and the reasons for them are set out in Section 2: *The Proposed Project* of the ES.

50. The existing mix of uses on the site will not change following the implementation of the works outlined in these applications. The retail space within the station will increase by approximately 1793m^2 and the addition of Platform Y will allow for an overall increase in trains services, however, this will be matched proportionately by the uplift in the numbers of passengers using the station.

3.0 Site description

51. The site is located at the transport hub at the southern end of the King's Cross Opportunity Area. The King's Cross station site is bounded by York Way on its eastern side (which also forms the boundary with the London Borough of Islington); Euston Road to the south; Pancras Road and the King's Cross Central site to the west, and by Goods Way on the northern side.

52. The station comprises the Main Train Shed, flanked by the Western Range and Eastern Range buildings, the Suburban Train Shed off to the west, the southern concourse building (1970s), and access and manoeuvring areas for vehicles (a large portion of which is currently used by LUL for construction purposes).

53. The Western Range consists of six building components (from the northern end) the northern building, the northwest building, the Link Building; the Bomb Gap (caused by Second World War bomb damage), Old Booking Hall and the southern wing. The Western Range was constructed as part of the original station and has a four storey northern wing, and a three storey southern wing[7]. The Eastern Range was originally

[7] Shown in detail in the King's Cross Conservation Plan (provided for information)

single storey, and enclosed the Cab Road. A two storey addition accommodating offices was constructed in the 1900's, and a steel framed mezzanine floor was added in the 1960's.

54. The Great Northern Hotel lies between King's Cross and St Pancras Stations and was constructed in 1854 as a purpose built hotel. It has a Grade II listing, and is a landmark building with a unique radial architecture. The proposed Western Concourse directly abuts the hotel building. Works are required to the hotel to accommodate the new concourse (including the permanent removal of the porch on the hotel's north-eastern elevation) which is included in these applications, and the formation of a pedestrian arcade at ground floor through the hotel, which is addressed in a complementary application by Argent. The pedestrian arcade is to be provided by the removal of parts of the external walls of the hotel at ground floor level and the lowering of the existing ground floor level so as to align with the Western Concourse floor.

55. The southern side of the station is largely occupied by the temporary southern concourse building. The southern concourse provides facilities for passengers, including: a ticket hall, various retail outlets, medical facilities and public amenities. The building 'masks' an existing LUL vent for the Victoria Line, which will remain once the existing concourse has been demolished. Other features that will be visible after the removal of the existing concourse are the newly constructed stairs and lift to the Underground adjacent to Euston Road, the LUL vent in the south west corner of the site and the still-to-be constructed stairs and lift immediately adjacent to the south wall of the Western Range.

56. There is currently 1,502m^2 of retail space within King's Cross station, located within the southern concourse and to the west of Platform 8. These retail units mainly provide for passenger-based requirements for refreshments and journey incidentals, such as newspapers and toiletries.

57. Access for goods to the station's retail and leisure units is currently provided at the service area adjacent to the Suburban Train Shed. After unloading, goods are delivered by cart to the various units along the platforms, causing significant conflict with passenger movement.

58. Bus stops for several bus routes are located alongside the southern concourse building on Euston Road and to the east of the station along York Way. The land uses along both York Way and Euston Road are a mix of commercial, office and residential, with predominantly retail at the ground floor level.

59. Taxis currently use the Cab Road underneath the Eastern Range of the station for the picking up of passengers. This arrangement was required when works commenced on the CTRL and LUL works adjacent to the Western Range.

60. Much of the area to the west of the station is currently being used for activities associated with the construction of LUL's Tube Ticket and Northern Ticket Halls. At the conclusion of the LUL project, the area over the Northern Ticket Hall will become the site for the proposed Western Concourse. The 'roof' over the Tube Ticket Hall (south of station) will be reinstated as an open public space.

61. The Suburban Train Shed is located to the northwest of the Main Train Shed and houses platforms 9-11. The southern end has a mezzanine that extends over the full width of the shed. The northern canopy to this shed has been partially removed to accommodate the LUL Northern Ticket Hall works.

4.0 Consultation

62. Network Rail's approach to, and the results of, consultation during the KXSE design development process is documented in the *Report on Consultation* (April 2006) submitted in support of these applications.

63. The approach emphasised the desire for early and sustained engagement with key stakeholders so as to understand their concerns and to obtain their input into the design development process. Meetings were held with key stakeholders including Camden & Islington Councils, English Heritage, neighbouring landowners/developers, Transport for London (TfL) and the Greater London Authority (GLA). In addition, Network Rail actively sought comments on the KXSE proposals from community groups and the public in late 2005/early 2006.

64. Stakeholder consultation was conducted at two broad stages, as follows:

- April 2003-September 2003: the early involvement of core stakeholders such as the local authorities, neighbouring landowners/developers and English Heritage

enabled the identification of key issues/constraints/opportunities, the assessment of concourse location options and selection of a preferred option for further development. In the latter part of this period the consultation process was widened so as to expose the preferred option to a broad range of other key stakeholders such as the GLA and TfL.

- May 2005 – March 2006: in this stage stakeholder consultation became increasingly focused on fine-tuning specific aspects of the KXSE design. All key stakeholders were consulted during this stage including the Commission for Architecture and the Built Environment (CABE), and English Heritage.

65. Stakeholder consultation provided extremely valuable input to the design development process – resulting in a number of design iterations and enhancements. As a result of the extended involvement of stakeholders Network Rail was able to obtain early 'in principle' agreement to the core proposals and sustained support for many of the more detailed aspects of the design.

66. In order to both inform the public and community groups about the KXSE proposals and to encourage comment thereon, Network Rail carried out a public consultation programme between late November 2005 and March 2006. A multi-faceted approach was adopted in order to reach a wide spectrum of the public and community groups. This involved: a manned exhibition at King's Cross Station; leaflet distribution (some 10,000 leaflets were distributed); exposure via the Network Rail website; meetings with community groups. Whilst the number of public responses was limited, it was apparent that there is considerable support for the KXSE proposal, with many wishing to see it implemented as soon as possible.

5.0 Planning Policy framework

67. This section provides a review of the national, regional and local planning policies affecting the proposed use of the site.

68. A large number of different policies and objectives from local, regional and national agencies are relevant to these applications. Some of the structural and functional aspects of these applications have already been embedded in some of the local guidance documents, and this is highlighted accordingly.

National Guidance

69. The most relevant national policy documents are; Planning Policy Statement (PPS) 1: Delivering Sustainable Development (2005), Planning Policy Guidance (PPG) 13:Transport, and Planning Policy Guidance (PPG) 15: Planning and the Historic Environment (1994) – which provides the context with which to assess the proposals as they affect the directly affected listed buildings – and the wider precinct.

PPS1 Delivering Sustainable Development

70. PPS1 'Delivering Sustainable Development' dated February 2005 has replaced PPG1. The guidance sets out the government's aims for sustainable development which is built around the need for planning authorities to take an approach based on integrating the four aims of sustainable development: economic development, social inclusion, environmental protection and prudent use of resources. The bringing forward of this project, which is a key part of the regeneration of the former railway lands in the area, contributes to those objectives.

71. PPS1 also states in paragraphs 33-38 that high quality design is a key element in achieving sustainable development and that good design ensures attractive, durable and adaptable places and is a key element in achieving sustainable development. Design should be high quality and inclusive, and it should create well-mixed and integrated developments, which avoid segregation.

72. Good design should also address the connections between people and places by considering the needs of people to access key services. The design statement contains a full description of the constraints and objectives that have resulted in the design of the new buildings and alterations and their relationship with adjacent spaces and buildings.

PPG13 Transport

73. PPG13 (2001) relating to Transport is also of high relevance to this project. A more detailed analysis of the policies contained within this document is set out in the Transport and Land Use Planning Statement in Annex J of the *Transport and Pedestrian Movements* in Section 9 of the ES.

74. PPG13 continues the theme expressed in PPS1 (paragraph 27) about managing the patterns of urban growth to make the fullest use of public transport and focus development near major public interchanges. To meet this objective, the station

needs enhancement to accommodate both local and wider London, and regional passenger growth demand.

75. As all the relevant guidance supports development near public transport interchanges, it is consequential and desirable for these nodes to be upgraded to accept that growth. The proposed enhancements to the station will enhance accessibility as set out in paragraph 19 where the objective is *"to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion".*

PPG15 Planning and the Historic Environment, September 1994

76. The listed building application covers both the development of new buildings affixed to, or within the curtilage of listed buildings, and any alteration, or removal of parts of any listed building's fabric (including subsequent additions).

77. Given the station's significance (and that of its immediate locality) this is arguably one of the more important documents applying to the assessment of these applications. With regard to the new concourse building, PPG15 states that the design of new buildings intended to stand alongside historic buildings needs very careful consideration and that they be woven into the fabric of the living and working community. The design process has considered a wide range of options to achieve a high quality design for the new station within a unique heritage environment. This process has sought to minimise interventions in the building fabric and to the ancillary structures affixed to the Grade I Listed King's Cross Station building, and to the Grade II listed Great Northern Hotel

78. Paragraph 2.15 of PPG 15 states that "*In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community. This can be done, provided that the new buildings are carefully designed to respect their setting, follow fundamental architectural principles of scale, height, massing and alignment, and use of appropriate materials*".

79. Paragraph 3.5 of PP15 lists four issues that are generally applicable to the consideration of all listed building applications. These are:

- *The importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms;*
- *The particular features of the building (which may include its design, plan, materials and location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (e.g. interiors) may come to light after the building's inclusion in the list;*
- *The building's setting and its contribution to the local scene, which may be very important, e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby;*
- *The extent to which the proposed works will bring about substantial benefits to the community, in particular by contributing to economic regeneration of the area of enhancement of its environment (including other listed buildings).*

The guidance does not prescribe that new buildings directly copy their older neighbours, as the juxtaposition of old and new can create pleasing streetscapes. In this case, the new concourse will be both attached to and within the curtilage of the Listed Station and the GNH, but carefully designed to achieve a high degree of visual 'fit' with the neighbouring heritage buildings in terms of scale, form and detail. The development of the new concourse ensures the ongoing viability of the main station and some degree of adaptation is the key to its ongoing function.

80. The starting point for any proposed changes has to be a clear understanding of the structure or building both in terms of its historic significance and evolution. Annex C of PPG15 reinforces this message and to assist the design team in the development of the new Western Concourse a Conservation Plan was commissioned at the outset of the project (included for information with these applications) which provides a definitive history of the stations development as well as an assessment of its cultural significance and the development of heritage sensitivity plans. It also defines clear conservation policies against which the new Western Concourse is designed and integrated with the main station buildings and adjacent Great Northern Hotel.

81. The guidance notes that there will be cases where demolition is unavoidable (Para 3.16 PPG15) and explains that the redevelopment should produce substantial benefits for the community which would decisively outweigh the loss resulting form

demolition. There are several items sought to be demolished in these applications. The Engineer's Bothy, the Porte Cochere, the GNH porch, the Main Train Shed's pedestrian bridge and the front of the Suburban Train Shed (including the northern canopy), will be permanently removed to accommodate the new concourse and create legible pathways through the station. A description of the items to be removed is provided in the Design Statement, and a full analysis of the relative importance of these elements is set out in Section 7: *Cultural Heritage* of the ES.

82. Other national guidance documents that will be addressed are shown in the following table along with a reference to their specialist report in the ES and a brief description of their objectives.

Table 2: Further national guidance documents

Guidance number	Title	Reference in Application
PPG6	Planning for Town Centres	Retail Assessment Report
PPG16	Planning and Archaeology	Section 6: Archaeology of ES
PPS 22	Renewable Energy	Design Statement and Sustainability Appraisal report
PPS23	Planning and Pollution Control	Sections 11,12 and 14 of ES
PPG24	Planning and Noise	Section 10 of the ES

PPG6 Planning for Town Centres

83. The current application seeks approval for an increase in retail floor area by 1793m^2. The Retail and Planning Statement report sets out in detail the relevance of the national guidance applying to the development of the additional retailing floor-space. In essence, the aim of the guidance is to achieve sustainable patterns of retail development. As the increase in floor area for retailing is to serve the passenger traffic using the station, there is unlikely to be significant impact on both the emerging proposals for new retailing in the area or on the existing retail facilities around the station. The retail assessment, due to its station location, is not required to demonstrate that other locations are more suitable or that the proposal is accessible by public transport.

PPG16 Planning and Archaeology

84. This guidance focuses on archaeological remains and their value as a finite resource. Its intention is to ensure that archaeological remains are not needlessly or thoughtlessly destroyed and sets out a regime for their discovery, recording and preservation. With reference to PPG16, Section 6: *Archaeology* of the ES report

details the likelihood of unearthing archaeological remains, and the measures for their protection should any be uncovered during construction.

PPS22 Renewable Energy

85. This statement encourages councils to foster the development of renewable energy sources and to implement policies requiring a percentage of the energy used in new development to come from on-site renewable energy development (generally at a scale appropriate to that development). Providing on-site renewable energy will be difficult at King's Cross Station due to the space limitations, building constraints and the undesirability of attaching energy-harvesting structures to significant heritage buildings (in terms of views and structural issues). The design of the Western Concourse has been developed in a way to minimise energy use as far as possible, notably by not heating the large concourse structure. Investigations into the ways that on-site renewable energy might be included in the new concourse building will be considered at the detailed design phase of the project.

PPS23 Planning and Pollution Control

86. PPS23, 2004 replaces PPG 23 published in 1994. It states that "*any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to an impact on health is capable of being a material planning consideration insofar as it arises or may arise from any land use"*.

87. Section 12: *Contaminated Land and Construction Waste* of the ES addresses the likelihood of encountering contaminated land/material during the construction phase and the likely receptors if the excavation, handling and removal of contaminants were not carefully managed. There is nothing to indicate at this stage that there will be any unexpected materials or hazards encountered in the construction phase. Good site management practices will be implemented throughout the life of the project. Network Rail has appointed a Project Environment Manager to oversee the Environmental Management of the project. This will be done through the Environmental Management Plan (EMP) that will require contractor's working on the project to develop their own Contract Specific EMPs and to demonstrate that they have put measures in place to reduce any risks to a minimum.

88. Section 14: *Water Resources* of the ES covers the effects the development could have on water resources. It notes that the EMP development process will contain measures to minimise the potential for adverse health effects to arise during

construction. The report concludes that it is unlikely that there will be any effect on water and air quality, provided best practicable means (as outlined in Section 79(9)(a) of the Environmental Protection Act 1990) and the appropriate industry measures are implemented via the EMP and effectively managed through the contractor's Environmental Management System (EMS).

PPG24 Planning and Noise

89. The guidance details how the planning system should be employed to "*minimise the impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of doing business".* The guidance provides both noise level guidelines and also deals specifically with noise from railway stations and lines[8]. With regard to stations, the guidance recommends treating them in a planning sense as any other commercial or industrial activity. Section 10: *Noise* of the ES addresses noise impacts from construction and operation.

6.0 London Plan

90. The London Plan (February 2004) is the most applicable regional planning document. The Plan superseded Regional Planning Guidance (RPG) 3, RPG3b/9b and the London parts of RPG9a. From September 2004 the London Plan was given Development Plan status under Section 54A of the 1990 Act. The Mayor's draft Sub-Regional Development Framework (Central) adopted in June 2006 also provides further guidance for development in the wider sub-region, but the objectives and policies contained in the London Plan (2004) predominate.

91. The six primary objectives (and their associated policies) set out in the London Plan (LP) are of particular relevance to these applications. They are:

Objective 1

- To accommodate London's growth within its boundaries (Section 2 of the LP)

Objective 2

- To make London a better city for people to live in (Section 3 Part A of the LP)

Objective 3

[8] Annex 3: PPG 24

- To make London a more prosperous city with strong and diverse economic growth (Section 3 Part B)

Objective 4

- To promote social inclusion and tackle deprivation and discrimination (Chapter 3 Parts A and B)

Objective 5

- To improve London's accessibility (Section 3 Part C)

Objective 6

- To make London a more attractive, well designed and green city (Section 4)

92. Section 3 of the London Plan 'Connecting London – Improving travel in London' centres on objective 5. The enhancements to King's Cross station clearly contribute towards enhancing London's international, national and regional transport links and support the regeneration of the wider opportunity area. This proposal increases the capacity of the station facilities and improves the modal interchange function. It meets the criteria set out in Policy 3C.9 which seeks to "*increase the capacity, quality and integration of public transport to meet London's needs and improve the integration, reliability, safety, quality, accessibility, frequency and attractiveness of the existing public transport system*".

93. Policy 3C.5 highlights the importance of good interchange facilities to the efficiency and integration of the public transport network. The policy seeks to improve and expand London's international and national links to support London's development and achieve regeneration benefits whilst minimising environmental impacts. The Mayor of London will also seek improved access to airports and international railway termini by public transport. The improvement of transport systems and hubs also contributes towards enhancing tourism, with its consequential effects on the economy.

94. As sought in Chapter 3, Parts A and B, the enhancement of public transport systems contributes to social inclusion on several fronts ranging from contributing to the development of London's economy, improving the amenity of London as a place to live and work, and providing good access to services and employment for those using public transport systems.

95. The Mayor of London deals with the phasing of transport infrastructure with Policy: 3C.10. This policy states that the Mayor of London will work with strategic partners to facilitate the phased implementation of public transport improvements and co-ordinate improvements to public transport capacity as closely as possible with its development priorities and phasing.

96. The LP also requires all large scale proposals to be of the highest quality design, as set out in Policy 4B.1 Principles of design for a compact city. Subsequent policies in the Plan clarify what these principles are seeking to achieve. Of most relevance here are;

- Maximising the potential of sites (4B.3): the design of the new concourse represents a innovative and appealing solution to increasing station capacity within some very restrictive site constraints
- Enhancing the quality of the public realm (4B.4): the new southern square will be a significant improvement to the public realm outside the station and make a major contribution to the townscape.

97. In terms of design, the LP has high aspirations for redevelopment projects. Policies seek to encourage development that makes London a better place to live in, that the existing building fabric is carefully maintained and that new buildings and spaces are sensitively introduced.[9] The achievement of high quality urban design is set down as a key factor to achieving a more attractive and green city. The scheme's architects have taken these factors into account in the design of the new structure.

98. Objective 5 of the Plan is aimed at improving London's accessibility and in order to achieve this it sets a number of key policy directions which include improving and expanding London's public transport through increased and phased investment, integrating development with public transport and providing the spatial framework for the development of London's transport to ensure that it supports the Mayor of London's transport strategy.

99. The KXC Opportunity Area is identified in the LP (Policy 5B.4) and identified in paragraph 5.37 as having "*the best public transport accessibility in London*". The development area is also included in the Draft Sub-Regional Development

[9] p173 London Plan

Framework for Central London which brings together a wide range of information about the sub-region and provides guidance on implementing strategic policies in Local Development Frameworks. The document was published in July 2005 and was adopted 26 June 2006.

100. There are several other regional guidance documents which supplement the policies set out in the LP and apply to the development proposals and to the assessment of the application. These are referred to in the ES, where applicable, and include:
    - Sustainable Design and Construction (2006)
    - Draft London View Management Framework (2005)
    - Transport Strategy (2001)
    - Economic Development Strategy (2005)
    - Air Quality Strategy (2002)
    - TfL's Interchange Plan: Improving Interchanges in London (2002)
    - Cultural Strategy (2004).

101. The design of the enhancement works shown in these applications will not prevent the implementation of Oyster Card compatible systems in the future.

7.0 Local Development Plans

Camden Replacement Unitary Development Plan (RUDP) 2006

102. The revised Deposit Local Plan was published in May 2004. The Public Local Inquiry into objections took place December 2004 and February 2005 and the Inspector's report was published in December 2005. On the 19th June 2006, the Camden Council formally adopted the Replacement Unitary Development Plan, pursuant to the Town and Country Planning (Development Plan) (England) Regulations 1999. This replaces the Camden UDP 2000 and is now the most material Council document applying to the development. It should be noted that references to both the UDP and the Deposit Draft UDP are made in the application's supporting documentation completed before June 2006.

103. The Camden Replacement Unitary Development Plan (June 2006) proposals map shows the site affected by the following specific policy notations:

- King's Cross Opportunity Area (Section 9, Proposal site 24)
- Transport Proposal area (TP1/TP4/TP5)
- Conservation Area 22
- Strategic View – Viewing Corridor
- Strategic View – Wider Viewing Corridor

All other relevant Replacement UDP policies applying to the proposal are referred to in the topic areas of this Statement, and in the ES.

104. The Section 9 in the Replacement UDP 2006 is essentially, aside from some minor changes, the adopted UDP's (2003) policies for the King's Cross Opportunity Area, Section 13.

105. Section 9 contains both strategic (SKC1–SKC4) and more specific area development policies (KC1-KC12). Policies SKC1-4 distil, to the local level, the overarching policies contained in the national guidances and seek sustainable, well integrated and comprehensive development - all to a high standard of design (both built and landscape).

106. KC6 and KC7 relate to improving accessibility and safety for all residents and users of the public transport services in the area and reducing car dependency.

107. KC8 and KC10 seek to achieve a townscape (including public spaces) of the highest quality, and KC9 notes that the open precinct in front of King's Cross and St Pancras Stations presents a particular urban challenge. The Council's aim here is to achieve a highly attractive public space, a setting fit for the listed station and legible access to efficiently manage underground bus and taxi services. Policy KC11 Heritage is also relevant to these applications in terms of the works proposed to the Grade I listed station building and the demolition of items of cultural relevance.

King's Cross Conservation Area Statement

108. This statement details the character of the Conservation Area and provides guidelines for development. A full analysis of the impact the applied-for changes have on the Conservation Area is detailed in Section 7: *Cultural Heritage* on the ES.

Adopted Islington Unitary Development Plan (UDP) 2002.

109. York Way forms the border between Camden and Islington Boroughs. This plan identifies the King's Cross Station as an Opportunity and Special Policy area with the station shown as a significant element of Islington Borough's transport network. The subject site is affected by strategic views (LL18), and local views of St Pancras. T39 addresses the Council's objective to see the speedy construction of major public transport infrastructure works at St Pancras and improvement works to King's Cross/St Pancras underground. King's Cross Policy Imp18 provides the basis on which the Council participated in the development of the King's Cross Planning Area Planning and Development Brief, which covers the issues of concern to Islington in the development of the site.

110. Islington has been a partner in the development of the King's Cross Opportunity Area Planning and Development Brief and therefore many of the policies that are contained in the Islington UDP are covered in this document. The Islington UDP is referred to where policies in it may be particularly relevant to this assessment.

Emerging Local Development Framework documents

111. The London Borough of Camden is preparing a Statement of Community Involvement and a series of Local Development Documents (LDD) as part of the development of the Borough's new Local Development Framework (LDF) (under the Planning and Compensation Act 2004). Islington is similarly at an early stage of preparing its new LDF. Both Councils LDF process is at a very early stage of development and there are currently no specific documents which require consideration in this statement.

8.0 King's Cross Opportunity Area Planning and Development Brief January 2004

112. Developed after much consultation with the public and key stakeholders with an interest in the whole area and promoted by Camden and Islington Councils, this document sets out the broad sustainability, social, heritage and economic objectives and policies that <u>all</u> development must aspire to achieve at King's Cross. The document also aggregates the general policies that apply to the site derived from the

LP (2004), Camden's Unitary Development Plan (UDP) (2000) and the revised UDP Section 13 (Adopted 2003).

113. The brief was one of the principle documents used to guide the development of these applications. A significant amount of consultation has been undertaken with stakeholders and the community, prior to the submission of these applications. A report, detailing the extent of the consultation, is included with the application. The consultation report reflects the unusually large number of stakeholders involved in the development of the design, over a number of years.

114. The LP, the Replacement UDP 2006 and the Islington UDP (2002) all contain policies which express the desire to promote partnerships[10], the commitment to involve the community on the business of the Council[11] and encouraging the active participation of members of the community in decision-making[12]. The King's Cross Opportunity Area Development Brief consolidated the desire for on-going community consultation by setting out the range of stakeholders, the extent to which they should be consulted and encouraging stakeholder co-operation in the development of this proposal. This frequent and constructive consultation has significantly influenced the design and form of the proposals.

115. Overall, there has been positive endorsement for the enhancements. The form, massing and design of the proposal have evolved, and been modified, in response to feedback and to address points raised by the consultees.

116. While much of the brief is relevant (and has been incorporated into the design of the proposal and the ES), to avoid duplication, only those parts which are particularly directed to the King's Cross station enhancement project are highlighted in this Planning Statement.

117. The brief contains specific direction for the removal of the old concourse and the development of the new Western Concourse as set out below:

Sub-area 1: the land between the stations and connecting to Euston Road

3.3.6

[10] London Plan 2004 section 6
[11] Camden Replacement UDP 2006 para 26
[12] Islington UDP 2002

"The removal of the old concourse should:

- Restore and adapt as appropriate the original front elevation of the station in a way that facilities easy use of the interchange;
- Be guided by a Conservation Plan and subsequent method statements;
- Restore for use for pedestrian entry and exit and contribute to the creation of a new public space between the station and Euston Road, with a clearly designed relationship with related spaces to the east and west;
- Within the space in front of King's Cross Station the design must incorporate the retained London Underground Structures. The treatment of these is likely to be modest, contemporary and confining as much as possible below ground. The positioning of new lift access and ventilation runs should be considered in this process, to reduce visual intrusion."

"The new Western Concourse should:

- Have a distinctive and strong, even dramatic presence, which responds to and takes inspiration from the mainline stations; at the same time it should not dominate them. There is an opportunity to build a concourse of special quality, building on the unique character of the site;
- Create a strong sense of arrival and departure, with a real presence between the station and the Great Northern Hotel.
- Not project significantly above the highest area of the Western Range or from the south facade of the main station;
- Relate successfully to the Great Northern Hotel and the Suburban Train Shed
- Provide north-south visibility and free movement, and visually draw people from the interchange north into the development beyond and from the development to Euston Road and southwards;
- Relate well to the public realm outside by being light and spacious, and probably overlapping the boundary;
- Help define the public realm to the west, and be clear of barriers to east-west movement between St Pancras and King's Cross entrances and facades; and
- Incorporate advanced sustainable building design."

118. The Design Statement accompanying these applications addresses the major urban design aspects of the improvement to the public realm, and the effects on the built environment of the new concourse building, using the sub-area guidelines set out above. The development of the design, and all the works to the existing station have also been guided by the King's Cross Station Conservation Plan.

119. The removal of the existing concourse will recreate a large public realm area at the Euston Road frontage of the station (the size of Leicester Square). This will enhance views to the station and enable better east-west views (and access) across the square from Euston Road. In conjunction with these applications it is proposed to carry out

light cleaning of the southern concourse facade brickwork and install exit canopies along the southern elevation.

120. During the consultation stages there was some expectation that the removal of the southern concourse would reinstate the original facade in its entirety.

121. As an essential complement to these applications, Argent will be seeking approval to arcade the ground floor of the Great Northern Hotel to accommodate pedestrian movements both during periods of normal station operation and at times of station disruption and closure. Arcading of the GNH is required to ensure safe, legible and inviting pedestrian routes at this important gateway area once the new concourse is in place. It is expected that many non-station pedestrians will use this arcade route through to the KXC lands to the north.

122. The positive impacts of removing the cluttered appearance of the southern elevation to the station are fully catalogued in the Design Statement and the ES *Cultural Heritage* and *Townscape and Visual* sections. The new concourse will better integrate the frontage of the site with intended future street enhancements in Euston Road and the new entrance from Euston Road to the station will be sufficiently prominent to ensure legibility and way-finding. High quality hard landscaping with a simple ground–plane to enhance pedestrian movements is shown indicatively in the design drawings for the public realm area created by the demolition of the existing southern concourse. These feature stone paving and integrated benches, lighting and signage.

123. Camden will be sponsoring an urban realm study for Euston Road and environs in the future, and this is likely to influence the evolution of the landscape design details. Any changes to those proposed here will be developed in consultation with the Council.

124. As described earlier in this document, there will be five London Underground service structures located in the public realm of the southern square. They are the new Underground vent and stair structures that can be seen on the western side of the southern concourse area, the stair and lifts immediately in front of the southern Western Range building, a vent adjacent to the south east corner of the station, and (once the southern concourse buildings are removed) a 'hidden' vent structure will also be revealed. These applications do not propose any changes to these structures, but the existing vent will be treated to match in with the new western vent. While the areas around the vents could be used for information and some retail activities, the

treatment of these services structures will be more informed by the future urban realm study.

125. The new concourse building design responds to the expectations of the brief and this is set out in the Design Statement accompanying these applications. Clearly, the new building is a dramatic structure which addresses the space available in an innovative and creative way. The baseline requirements of the brief are expressed through the building's transparency, designed that way to ensure that it does not dominate the historic buildings that make up its visual framework. Feature lighting will also be provided to enhance the visibility of the key historic facades. The new building will not impede increasingly important east-west pedestrian flows and it also draws in, through the main entranceway, those pedestrians accessing the station from the south.

126. The brief also anticipates the development of Platform Y (formerly known as "O") and the relevant text is:

> "King's Cross Station enhancement proposals may include various interventions, such as adapting the east side cab route as an active railway platform (sometimes known as Platform "O").
>
> These will contribute to increasing transport capacity and are intrinsically linked to the concourse proposals, so that such proposals should all be submitted together.
>
> However the Platform concept has clear disbenefits. It requires the demolition of historic structures at the north end of the station, various other interventions in the building fabric, losing the north access and cab road, and abandoning any opportunity to open up the east side to York Way, which would otherwise greatly improve the street's character and safety. The following requirements are appropriate:
>
> - Full integration with the concourse proposals;
> - Structural provision for a full pedestrian and cycle bridge across the tracks, linking York Way and the King's Cross Central development;
> - Minimised interventions in the historic fabric;
> - Engineering and urban design and layout that allows further building above the tracks, although away from the "country" end of the station;
> - Alternative interim and permanent taxi provision and cycle parking;
> - Additional lighting to York Way and the Eastern Range elevation;
> - Enhanced designs for integral and co-ordinated signage, information boards, PA systems and other station services appropriate to this Grade I listed station; and
> - Construction works co-ordinated with LUL/Camden street management, safety, evacuation and publicity arrangements."

127. The construction of Platform Y is planned to provide a longer platform for electrically powered trains anticipated to be using the station by 2009. Platform 1, which is adjacent to the Cab Road, would also be extended to at least 300 metres. The additional platform will enable an uplifted train service to use the station (i.e. existing trains can have more carriages, and thus increase capacity). The new platform would enable the station to be used more flexibly, and by more trains, which would allow the train companies to operate between 7-24 additional trains in the 0700 -1900 period[13]. The potential increase in capacity from each use of Platform Y has been factored into the concourse designs, noise, traffic and passenger flow studies.

128. The development of the platform requires works to be carried out to the throat of the station which will result in the demolition of the engineer's bothy and the office building to which it is attached, removal of a portion of the cobbled Cab Road, modifications to the entrance off York Road, renewal and modifications to services within the Cab Road and modifications to the mezzanine, including replacing glazing onto Platform 1. The impact that the demolition of the buildings will have on views and the Conservation Area are set out in Sections 7 *Cultural Heritage* and 8 *Townscape and Visual* of the ES. In general terms, these changes are considered to have a moderate effect, and have been minimised as far as possible to accommodate the new track and platform.

129. Since the creation of the temporary cab facilities under the Eastern Range, residents from York Way (and streets to the east) make use of an unofficial cut through from the northern part of the station, along platform 1, and through the station to access the London Underground. Both relocating the cab facilities to Pancras Road (following which this entrance will once again be closed) and the construction of Platform Y will prevent the use of this existing informal access way. The alternatives will be for pedestrians from York Way to either walk to the Euston Road corner (from where they walk under the southern canopies to the stairs to the LUL services in front of the Western Range building) or alternatively, they could use the northern road access route via Goods Way, and then either through the new concourse building or continue along Pancras Road towards Euston Road. The brief identifies a desire to see the provision of a pedestrian bridge across the throat of the station. A brief which identifies the safety, physical (such as limits on the available space for an accessible

[13] 2006 timetable provides for 322 trains to use the station in the 0700 -1900 period.

structure to 'marry' with York Way) and security constraints has been provided to the Camden Council.

130. Taxis were moved to the Cab Road from in front to the Western Range buildings to accommodate the LUL construction works. Once the construction works are complete in the area, the taxi facilities will revert to a location on the western side of the concourse. These applications propose that the taxis be permanently located at the station forecourt, close to the western entrance to the Concourse on a realigned Pancras Road (refer to Section 9: *Transport and Pedestrian Movements* of the ES and drawing number *89231/OS/026 Rev H* for more detail on taxi and private vehicle arrangements). The set down facilities for taxis will be located adjacent to the (Western Concourse) station entrance with local canopies providing cover to arriving passengers and those awaiting pick up in the collection area to the immediate south.

131. The set down zone (which provides for both private vehicles and taxis) will allow passengers to directly enter the concourse building. Private vehicles can then exit to Pancras Road, and taxis can proceed the short distance to the pick up area. Bicycle parking facilities available to passengers are to be increased from 80 to 150 spaces, in the light of modelling of passenger demand.

132. The brief also requires any application for station enhancement to provide; a Transport Assessment, a Retail Impact Assessment and an overall Management Strategy which incorporates a Code of Construction Practice (or Environmental Management Plan). These items are addressed in turn in the following section.

8.1 Transport Assessment

133. The brief requires that major development proposals should be accompanied by Comprehensive Transport Assessments. These should "*assess the trips likely to be generated by the new developments across all transport modes; address the likely impacts on the public transport and highway systems and identify measures to mitigate these impacts, extend transport choice and bring forward local improvements or benefits".*

134. Paragraph 2.3.5 of the King's Cross Planning and Development Brief effectively consolidates the aspirations for all the public transport and interchange improvements expected from the redevelopment of the area. These cover the specific improvements proposed to the King's Cross Station, as well as the broader aspirations for

interchange and public transport improvements required to be incorporated into the design of the Station enhancement works.

Paragraph 2.3.5

"The key objectives for transport in developing the Area and the Triangle are therefore to:

- Facilitate the further improvement of King's Cross station and St Pancras Station including the CTRL terminus; in particular to provide for:
  - The removal of the existing temporary concourse at King's Cross Station
  - The development of a replacement concourse on the western side of King's Cross Station
  - The enhancement of street level pedestrian interchange between King's Cross and St Pancras CTRL, minimise walking distances between main stations and the Underground and buses, and possibly Cross River Tram (CRT);
  - The integration of the development with Euston Road, and proposals for its enhancement as a major London thoroughfare; and
  - The provision of essential supporting facilities, for example taxi and servicing access, and cycle parking/hire facilities.
- Encourage and facilitate, where practicable, further improvements to strategic public transport links including London Underground, buses, Thameslink, and other overland rail services;
- Ensure that development proposals respond to the phasing of transport improvements, providing creative temporary solutions and, throughout high standard of safety, amenity, convenience, legibility and design;
- Provide throughout for the development of high levels of accessibility, facilities and safety for pedestrians, cyclists and disabled people;
- Improve public transport interchange and services
- Provide a safe and accessible environment for all users of existing and proposed public transport systems;
- Minimise car usage, drawing on a range of measures to reduce traffic and air pollution, including the limiting of car parking to provide only the minimum levels necessary and the maximisation of car free housing;
- Provide good internal connection to ensure accessibility to the Stations from all parts of the Area and Triangle;
- Provide good connections with surrounding areas so all communities can benefit from development;
- Ensure those uses requiring access to the widest choice of transport facilities are located close to the main interchange; and
- Maximise the connectivity of the Area and the Triangle to surrounding communities and facilities."

135. The ES and other supporting application documents address the traffic generation and traffic mitigation measures related to the enhancement proposal as set out in the following tables. The need to address the requirements of all the users of the station and its surrounds as an interchange (including during construction when the station must remain open) have been at the heart of the KXSE design process.

136. The station's interchange function, for a variety of transport modes, has essentially driven the development of the design. As concluded in the reports accompanying these applications, the additional traffic generated by both the construction of the project and the operation of the station can be effectively managed to have only a minimal impact on the surrounding street network. The design of the facilities for taxis, pedestrians (including those requiring step-free access or the Disability Discrimination Act 1995 (DDA) compliant facilities), cyclists, through traffic and all public transport interchange users clearly address the transport objectives of the brief.

Table 3: Construction traffic impacts

Construction traffic	Reference in application	Mitigation measures
Work-site parking and access	Construction phasing and proposed worksites Section 2: *The Proposed Project* of the Environmental Statement (ES)	Contractor's EMP to address any issues and effects
Site worker parking	ES Section 2 : *The Proposed Project* para 2.6.25	Expected to use public transport as little on-site parking provided.
Heavy vehicles Concrete wagons; 30 deliveries per day per day on-site Muck away lorries; 20 per day during plant room and loading bay area excavation Special deliveries (i.e. long loads of structural items) Platform Y 14 muck away lorries over a 60 day period Spoil from works in station throat	ES Section 2 *The Proposed Project* para 2.6.26 onwards	EMP procedures Controlled by regulations and to be discussed with LBC and authorities – likely to be at night to avoid daytime traffic Removed by rail.
Construction staff numbers	Section 2 *The Proposed Project*: paras 2.6.24, 2.6.25 will peak at 450 but likely to be 100-400 at other times	Encouraged to use public transport.
Routes for construction traffic	Section 2 *The Proposed Project* para 2.6.26	Use of exiting major routes as with current construction projects Management to maintain through pedestrian flows in contractor's EMP.

Table 5: Enhancement of public transport

Public Transport Improvements	Reference in application	Mitigation measures
Capacity enhancements at station, new Platform Y, increasing length of existing platform 1 to accept longer trains	ES Section 2 *The Proposed Project* 2.5.32 – 2.5.35	None required
Improvements in modal transfer facilities to London Underground services	ES Section 2 *The Proposed Project* 2.5.7 - 2.5.30 and Section 9 *Transport and Pedestrian Movements*	None required
Level pedestrian access through to St Pancras	Drawings submitted with application	None required

Table 4: Operational traffic impacts

Station traffic	Reference in application	Mitigation measures
Staff numbers Station staff (TOCs and station staff) number 106 and these will remain essentially unchanged after the enhancement project. Retail staff numbers over existing levels number 193.	ES Section 5: *Socio Economic and Urban Regeneration Effects*	Little change to station rail staff numbers. No general staff parking provided. Increase in retail staff small in proportion to total daily station passenger numbers of 30,000+ and no parking to be provided.
Passenger numbers and flows	Section 9: *Transport and Pedestrian Movements* and in Station Design and Passenger Movement Report	Design addresses the capacity required to meet future rail passenger numbers.
Pedestrian flows	ES Section 2 *The Proposed Project*: ES Section 9: *Transport and Pedestrian Movements* and in the Station Design and Passenger Movement Report	Arcading of GNH – to be done by Argent. Southern square designed to accommodate flows to and around station. Concourse design enhances internal interchange flows and links to public realm areas.
Set down and pick up for private cars and taxis	ES Section 9*: Transport and Pedestrian movements*	Good levels of taxi management in peak flows
Service traffic arrangements: interim and permanent	ES Section 2 *The Proposed Project*: Section 9: *Transport and Pedestrian Movements* and in the report provided for information entitled *Phase II Temporary Service Yard, Option Arrangements*	Segregation between passenger traffic and delivery vehicles via north access points Managed delivery operation to reduce service delivery vehicle numbers
Effects on Pancras and Euston Roads	Section 9: *Transport and Pedestrian Movements*	Increase will not exceed 10% significance criterion in IHT Traffic Impact Assessment Guidelines.
Cycleways/cyclists	Section 9: *Transport and Pedestrian Movements*	Increase in cycle parking at station using Network Rail standards and based on expected uplift in passenger numbers.
Buses	Section 9: *Transport and Pedestrian Movements* and in Section 2 *The Proposed Project*:	Existing issues regarding bus pick up recognised. Removal of southern concourse will improve connections to buses through the new public realm and pedestrian connections
Access	Accessibility Report ES Section 9: *Transport and Pedestrian Movements* ES Section 2 *The Proposed Project*:	Incorporated in design.

8.2 Retail Impact Assessment

137. The King's Cross Opportunity Area Planning Brief specifically requires the provision of a Retail Impact Assessment for any proposals to increase the retail floor space between 1000m^2 and 2500m^2. [14]

138. As a corollary to passenger services enhancements such as better ticketing, information, waiting and circulation areas, the new concourse provides an opportunity to enhance and supplement the retail services offered to passengers. Compared to other major railway stations in London, King's Cross has always lagged behind in terms of the amount of station trading facilities available for passengers.[15] Both a quantitative and qualitative analysis shows that the retail floor-space increase is supported wholly by the expected passenger flows, and is needed to extend the quality and range of services provided in similar key stations.

139. The Retail and Planning Statement report sets out in detail the changes to retail space and assesses the King's Cross proposals with the relevant guidance and plan policies, the retail facilities to be provided at St Pancras (CTRL) and the Argent King's Cross Central application area.

140. The new Western Concourse will incorporate retail units comprising a total floor space of 3,295m^2 gross. The A1 (shops) element will comprise 2,135m^2 gross, with the remainder 1,160m^2 gross comprised of A3/A4/A5 (restaurants/cafes, bars, and takeaway) units. The ground floor will provide 2,135m^2 of retail floor space with most of the refreshment services of 1,160m^2 gross provided at mezzanine level. The whole enhancement project increases the retail floor space at the station by 1,793m^2, over the current 1,502m^2.

141. The local policies that apply to the assessment of this element of the project are contained in the Camden Replacement Unitary Development Plan 2006[16]. The Islington UDP (2002) has policies relating to retailing in the King's Cross Area in favour of retailing serving local needs (policy S27) and has stated that it seeks to discourage the development of retailing outside town centres, including proposals

[14] Para 4.3.5 King's Cross Opportunity Area Planning and Development Brief January 2004
[15] Retail and Planning Statement, February 2006, para 5.2 and Table 5.1.
[16] Mainly policies R1, R2, R6, S11, S12, S13 and S14

which are made just outside the borough, unless it can be demonstrated that there is no impact on existing town centres within Islington (policies S14, S15).

142. To a large extent, the guidance documents seek to discourage out of town or new centre retailing, in favour of town centres or those which are public transport accessible. The additional station retail floor space is shown to be warranted in terms of catering to the immediate needs of the travelling public, with little or no impact on the local retail economy. The nature (and relatively small amount of increased retail area proposed for the station) does not have a significant impact on the KXC retailing components. The addition of 1,793m^2 of retail floor space to King's Cross Station is therefore consistent with the policies in both the Camden and Islington Plans.

8.3 Environmental Management Plan

143. The brief requires the preparation of an *"environmental management strategy which includes a Code of Construction Practice, method statements and monitoring methods to avoid unnecessary adverse environmental impacts during the construction phase".* [17] Such a strategy will take the form of a requirement for the contractor to produce a project specific Environmental Management Plan (EMP). Where required, Method Statement contents and monitoring methods will be advanced through discussions with the London Boroughs of Camden and Islington and other relevant statutory bodies.

144. The Environmental Statement describes, in its component reports, the methods that will be used to enhance sustainable construction and station operational practices (such as waste management). The statement outlines the options available at the present time. All viable options for improving the current design will be explored during the detailed design stage. The sustainable design strategy applying to the new development is set out in the Sustainability Appraisal Report submitted with these applications.

145. The Contractor's EMP sets out the minimum measures that will be undertaken by the contractor to ensure good site practice with regard to the environment during the construction period. It encapsulates relevant Network Rail standards, statutory codes and Acts of Parliament that are applicable to the regulation of construction practices

[17] Para 4.3.7 King's Cross Opportunity Area Planning and Development Brief

and their effects on health and safety and the environment. The document services to assure KXSE and Network Rail that the contractor is fully aware of their responsibilities and obligations with regard to the environment and that they have suitably qualified and experienced personnel in place to carry these out.

146. The requirement for the production of an EMP by the contractor will be included in the contractual arrangements made between Network Rail and its selected contractor(s). Adherence to the EMP is therefore compulsory. It should be noted that compliance with the EMP will not discharge the contractor, or its agents, from complying with any statutory requirements in force at the time. The ES includes an example of the type of EMP that will be required from the contractor(s) as Annex E to Section 2: *The Proposed Project*.

9.0 Topic areas

9.1 Transport

147. There are two main transport policy areas applicable to assessment of these applications. Firstly, there are the elements of the proposal which address the strategic objectives of public transport enhancement, by improving capacity and enhancing interchange facilities to achieve wider connectivity.

148. Annex F to Section 4 of the ES *Planning Policy and Land Use* sets out in detail the national, regional and local transport policies and documents applying to these applications in terms of its relationship to these strategic policies.

149. At the national level the Government supports proposals that provide increasing opportunities to interchange with other modes of transport and to make transport more sustainable in its location and its relationships to other modes of travel. The Government's spending plan[18] seeks better track, better trains and better stations - all of with which the project conforms.

150. The redevelopment of King's Cross station is recognised as an integral component in the achievement of many of the strategic policies applying to the KXC Opportunity Area. The Camden Replacement UDP 2006 seeks to "*ensure that the redevelopment proposals for King's Cross station are fully integrated into the overall*

18 Transport 2010 - The 10 Year Plan, DETR, 2000.

development and are in balance with public transport provision and the wider development"[19] .

151. The provision of a better quality public transport system is a key strategic objective and in relation to public transport interchanges policy T5 (Replacement UDP) states Camden's encouragement for "*public transport interchanges where it considers the proposals maximise travel benefits and cause minimum environmental harm."*

152. Policy KC5 states that Camden will support proposals "*which improve public transport interchange and services and provide a safe and accessible environment for all users of existing and proposed public transport systems".*

153. The redevelopment at King's Cross Station meets aspirations to improve the attractiveness, safety and efficiency of the interchange for public transport users. King's Cross Station is identified at the regional and local level as requiring urgent improvement works to increase station capacity, interchange efficiency and network service improvements. The project will meet these objectives. The redevelopment of King's Cross Station offers opportunities to meet regional transport objectives by improving public transport capacity and accessibility, expanding national links and enhancing the integration of public transport.

154. The second main area of transport policy to consider with these applications, are the proposal's impact as a development project, using the general transport policies in Local Plan(s). In other words, this is how well the proposal accommodates and mitigates the impacts of traffic (both during construction and operation) through either its design features, or proposed management strategies.

155. Policy T1 A of the Camden Replacement UDP 2006 seeks to ensure that all new development will encourage more sustainable transport modes. This objective is also reflected in SKC1 of Section 9: KXC Opportunity Area. As a major public transport enhancement project, and with the mitigation measures proposed during the construction and operation of the completed project, the applied for works clearly fulfil this requirement. Islington has similar transport objectives in Chapter 6 of the Adopted UDP 2002.

[19] Policy SKC3 and Para 9.23 of Camden Replacement UDP 2006

156. The only aspect where there is a potential cumulative effect between the construction projects that are likely to take place in the area is in relation to road traffic. This impact has been assessed in Section 2: *The Proposed Project* of the ES. For example, during the peak phases of the construction work (Phases 3 and 4) the King's Cross Station Enhancement works will contribute between 1-3 additional vehicles on each of the identified roads in the local area or 11-33 vehicles per day. Notwithstanding the fact that there will be no significant adverse effects from construction traffic, traffic management measures will be implemented in liaison with the highway authority, to minimise potential disruption that might arise from the presence of construction traffic.

157. Specific routes will be agreed with the highway authority, aiming to avoid sensitive residential areas and unsuitable parts of the network wherever possible. The peak hour flows of construction traffic resulting from the King's Cross Station Enhancement project are therefore not anticipated to have any significant cumulative impacts on the adjacent road network.

158. Policy T3 provides for the assessment of access to the station for pedestrians, cyclists, people with disabilities and the mobility impaired and the facilities that are provided for all passengers; such as information and facilities. Policy T4 addresses the need for new development to ensure that public transport needs are included within the design of new facilities.

159. Policies T 9 and T 10 relating to traffic restraint seek to reduce the volume of vehicles on the street network from any development project. This mainly covers any servicing traffic to the site (Policy T16) and the limited amount of private motor vehicle collection/drop off that will take place at the station. Adequate provision is made for service traffic (including better management of operations and more storage which will reduce the numbers of service deliveries), the needs of disabled users, and ample accommodation, in accordance with accepted standards, is made for taxi, and private vehicle use.[20]

160. Policy T15 states the Council will *"require all new development which is likely to attract significant numbers …..of taxis and minicabs to make adequate provision for access, boarding and alighting without obstruction to the public highway; and….take account of access by taxi for people with disabilities".*

[20] Refer ES Sections 2: *The Proposed Project* and 9: *Transport and Pedestrian Movements*

161. The taxi areas have been designed in accordance with Transport for London's *Best Practice Guidelines for Taxi Ranks at Major Interchanges.* The passenger set down zone comprises 13 spaces including 3 disabled parking bays, in accordance with the SRA *Train and Station Services for Disabled Passengers, A Code of Practice 2002.* The taxi pick up area provides 8 bays, and the taxi rank comprises 29 spaces. These applications provide for a taxi-only lane between the set down and pick up areas to ensure greater taxi rank capacity, and therefore smoother traffic flows on Pancras Road and the Euston Road intersection.

162. The enhancement proposal is shown in many of the local and regional planning documents as major public transport project - with all the benefits to the environment and the economy that accrue. It can clearly meet these objectives. All the details required to be assessed in terms of the effects of the construction and operation of the station enhancement works are provided in Sections 2: *The Proposed Project* and 9: *Transport and Pedestrian Movements* of the ES, and they demonstrate that the provision of new and enhanced facilities more than meets the integrated needs of station users and of those changing transport modes, or those who are just passing through the station area by foot to other local destinations.

9.2 Conservation Area and Listed Buildings

163. Both the Camden and Islington Plans have designated Conservation Areas that affect these applications. The entire application area lies within the King's Cross Conservation Area (Policy B7 RUDP) and when coupled with the policies relating to listed buildings (Policy B8 RUDP) there is a clear aspiration to retain, repair and re-use buildings which contribute to the historic fabric of the area (included non-listed buildings).

Policy B7 – Conservation Areas states:

"A: Character and appearance
The Council will only grant consent for development in a conservation area that preserves or enhances the special character or appearance of the area".

Policy B6 – Listed Buildings states:

"To preserve or enhance the character of listed buildings as buildings of special architectural or historic interest, the Council will only grant listed building consent for:

a) the total or substantial demolition of a listed building where exceptional circumstances are shown that outweigh the case for retention; and for

b) alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building".

164. Policies D11-D12, D18, D19-D33 – (relating specifically to Conservation Areas) in the Islington UPD are similar in intent.

165. PPG 15 addresses the demolition of listed buildings or parts thereof. While the optimal solution is to retain all parts of the heritage landscape as far as possible, the guidance recognises that there will be some cases where that is not possible.

166. The Cultural Heritage report in Section 7: *Cultural Heritage* of the ES provides an historical assessment of the proposed works in relation to the King's Cross Conservation Area Statement and the Listed Building status. In addition, the Design Statement also outlines the reasons why demolition consent is sought for the specific items outlined below. The King's Cross Conservation Plan is included with these applications and has guided both the design of the new building and the refurbishment works to the station.

167. The individual items sought to be demolished as part of these applications are,

- The porte cochere to the Western Range (already removed and in storage as part of LUL works – and conditioned to be reinstated)
- The enclosed porch on the GNH eastern facade (already removed and in storage as part of LUL works – and conditioned to be reinstated)
- The removal of the cobbled entrance ramp to the cab drive
- The removal of the two storey engineers bothy
- Alterations to the internal and external (bomb gap) fabric of the Western Concourse and basement/tunnel areas
- the southern end of the Suburban Train Shed

- the northern canopy outside the Suburban Train Shed (partly removed for LUL structural works)
- The bridge between platforms 1-8 of the Main Train Shed.

168. The removal of these items alter the appearance of the Grade I listed station building (and the Grade II listed GNH), and the loss of each item is significant. However, these changes need to be weighed with the intended aims of the enhancement project overall, the design constraints and the continued use, or re-use, of these important buildings.

169. In broad terms the applied for works are required to enhance the operational capacity of the station, from which substantial community benefits will arise. The findings of the *Cultural Heritage* assessment in Section 7 of the ES considers these individual elements and concludes; "*While the individual effects may be significant, they are not considered to be significantly negative to the character and appearance of the listed building within the context of the project as a whole".*

170. The reasons for the demolition of both the Western Range's Porte-Cochere, the Suburban Train Shed's northern canopy and the GNH porch, arise from the overall and necessary constraints within which the architects (and the key stakeholders) developed the scheme. Their brief was difficult, in terms of providing a new concourse building within the boundaries of the Western Range and GNH eastern facade while preserving as much of the Listed Building's structures as possible.

171. A significant reason for the demolition of the Porte-Cochere is the aim to create a concourse building of the highest design quality which integrates yet stands as a landmark building within the historic precinct. The new structure has simple and clean lines, which are very carefully integrated with the Western Range. The V-shaped funnel structure that extends to the ground floor from the central roof light in front of the Old Booking Hall is generally in the area previously occupied by the Porte-Cochere. The Western Range wall is an important structural element in the design of the new concourse. The new structure is designed to support the historic floors and cross wall construction at first floor level and above, and to transfer, in diaphragm action, lateral forces applied to the existing building by the Main Train Shed and arising from wind and other stability forces.

172. It is important that passenger movement within the concourse has the capacity to handle large numbers in the future, so that movement can be free flowing from ground and the mezzanine areas. Retaining the Porte-Cochere would compromise the future operational capacity of the enhanced station to a significant degree and, in turn, prevent the development of a new building with both drama and distinctiveness, and high architectural quality.

173. In the case of the Great Northern Hotel, the Western Concourse will be physically attached to the listed building[21] and this will prevent the reinstatement of the porch to the main entrance at the southern 'stair case' bay, resulting in a permanent significant negative impact. The GNH ground floor will be arcaded to accommodate pedestrian flows, and reinstatement of the porch would impede this, and affect the symmetry of the new concourse building. Alternative locations on the GNH facade could not be considered for its re-instatement, as much of the area immediately adjacent to the facade will be needed to accommodate pedestrian flows (both north to south, and from the concourse to the taxi drop off and pick up areas). Half of the western facade will be affected by the canopies to the taxi pick up area and the remaining north-west wall is close to the main pedestrian crossing on Pancras Road. The width of this area is only 3.7 metres at its narrowest, so it is desirable that this be kept available for use the high numbers of pedestrians predicted to be crossing Pancras Road and using the interchange area at this point[22].

174. There will be some adverse visual effects arising from the fact that the roofline of the Western Concourse will abut the GNH just below the first floor windows. The new concourse will significantly change views to, and from the GNH. In the case of the views from the upper floors of the GNH, the domed roof will be a strong and influential feature. While this could be seen in one sense as being negative, because it hides the Western Range from views out from the GNH, it is also positive in that it links the station and the Great Northern Hotel by a stimulating example of modern railway architecture.

175. The Western Concourse will alter the GNH setting but it will also have the effect of uniting the two buildings and reinforcing the original focus on the entrance point to the

[21] The new concourse will 'touch' the GNH. Appropriate drainage and weatherproofing will be provided between the two structures but there will be no transfer of load between them.
[22] See Section 9: *Transport and Pedestrian Movements* including the Annex J report.

former Booking Office in the Western Range. The effects of the new concourse on the fabric and the setting of the GNH, while significant, are not considered to be significantly negative to the character and appearance of the Grade II GNH, within the context of the project as a whole.

176. The existing footbridge spanning platforms 1 to 8 is proposed to be to be removed and replaced with a new bridge structure. From the early stages of the Western Concourse design, it was apparent that large numbers of station passengers would need to be accommodated on the mezzanine floor while waiting for trains. Safe and legible access to all platforms in the Main Train Shed is needed to alleviate flows through the ground floor southern gate line. It is estimated that 20% of the total departing passengers will access the platforms using this high level route. One of the main design constraints has been the off-set angle between the existing bridge and the new concourse mezzanine area, as well as a desire to retain an existing Venetian window.

177. The option to retain this bridge within the new design has been assessed but it was considered that the impact on the Western Range internal facade would be significant, and the route would not 'function' well for the required passenger flows. There needs to be a clear and direct route from the mezzanine waiting area to the platforms, to ensure that access is safe and attractive to all passengers, including those with children and/or luggage, or who have other assess difficulties. The new footbridge will be aligned slightly to the north of the existing footbridge so as to both enable straight line movement between the mezzanine and platforms and to minimise intervention into the existing Western Range building fabric.

178. The design of the new footbridge will continue to permit long views of the Main Train Shed. The replacement footbridge will itself be a light-weight steel and glass structure, but has to incorporate escalators and lifts down to each platform. The clock, currently fixed to the existing bridge, will be retained and relocated within the station.

179. The Engineer's 'bothy' is a two storey brick structure with a slate roof. It post-dates the demolition of the Battlebridge Road viaduct which formerly spanned the station throat at this location. The 19th century bothy is listed by reason of being within the curtilage of the Main Train Shed. The building itself has little intrinsic merit and has been altered[23].

[23] ES *Cultural* report.

180. The removal of this building is required to enhance the capacity of the station to accept both longer (12 car), and more frequent trains. The station's throat is very constrained and there are no other options to bring more trains into the station without removing this building. Platform Y will increase the station's overall capacity to meet commuter demand between London and the North East of England, Humberside and Yorkshire. The new platform will serve passengers who require access to London and Europe from these areas but also allows for improved train operation at the station - thus improving levels of service to local train passengers.

181. The *Cultural Heritage* report in Section 7 of the ES notes: *"The removal of the bothy and other alterations to structures within the curtilage of King's Cross Station on the western side of York Way will have relatively little effect when considered as components of the overall project. Their removal is a material consideration, but the nature of the buildings does not in itself give rise to a presumption in favour of their preservation. No significant impacts will therefore arise from the removal of this particular infrastructure".*

182. The Bomb Gap will be in-filled and made good to match the existing Western Range western elevation. The 'gap' will accommodate the London Underground vent shaft for the Northern Ticket Hall. The existing structure will require some additional strengthening around the shaft (to be carried out under a separate approval by LUL). The reinstatement of the facade across the Bomb Gap will improve the overall appearance of the Western Range building.

183. The southern end of the Suburban Train Shed (and the northern canopy) will also be removed. This will be a significant adverse heritage impact but it is necessary to accommodate the new concourse, and link this shed to the main station concourse building. The development of the new concourse building, providing the link to platforms 9-11 will considerably improve, in both physical and functional terms, the operation of the Suburban Train Shed. It will, for the first time, become connected to the main station buildings, rather than being detached from the main concourse area.

184. There will be significant positive effects arising from the removal of the Southern Concourse and the opening up of Cubitt's original south elevation of King's Cross Station to views from Euston Road and adjoining streets. The entire development (and consultative) process of this proposal can be viewed as an exploration of the tensions

that have arisen from the virtually universal stakeholder view to whilst develop world-class station facilities while also seeking to retain and re-use as much of the historic fabric of the area as possible. A detailed analysis of the affected structures and the impact of removal, alteration and demolition will have on their value and on the Conservation Area is provided in the *Cultural Heritage* report in the ES.

185. It is clear to all that the existing sub-standard southern concourse facility is life expired with poor passenger facilities that detract from its status as one of the key London main-line train stations and interchanges. The evolution of the new concourse and its relocation from its current position to a new location to the west of the station has already been explained within this design statement; however this re-orientation ensures that the stations front door returns back to its original position and the importance of the Western Range for important railway functions returns. More importantly it is the intention that the new concourse will resolve current overcrowding and allow for projected growth in a safe customer environment, in which connections with LUL and surface-level transport modes are fully integrated, and it becomes a world class space. It also allows for full integration with the adjacent Great Northern Hotel and the wider regeneration of the King's Cross Central Lands, which is in clear accordance with national and local policy.

9.3 Noise

186. The King's Cross Opportunity Area Planning and Development Brief requires that the construction and operational impacts of noise are considered and addressed.[24] Policies SD6 and SD7 in the Camden RUDP 2006 also seek to ensure environmental amenity through the control of noise effects from both the construction and operation of new development.

187. Policy SD8:B in the RUDP 2006 also covers "*where the construction phase of development proposals is likely to cause a particular problem by virtue of its duration, scale, location or complexity of working, the Council will seek to minimise disturbance to amenity and the environment by the use of planning conditions*"[25]. The noise assessment in Section 10: *Noise* of the ES considers that significant adverse noise effects from construction are unlikely, nevertheless it is accepted that a condition seeking the minimisation of noise during this period would be appropriate.

[24] King's Cross Opportunity Area Planning and Development Brief para 2.10.3
[25] Policy SD8:B London Borough of Camden Replacement Unitary Development Plan June 2006

188. The Islington Plan (Adopted 2002) contains policies relating to noise, nuisance and pollution in Section 3. Policy ENV17 states that "*planning permission will not be granted to developments which cause unacceptable levels of noise"* and planning permissions may include conditions relating to "*controls on operating hours of disturbing operations".* The Islington Plan also contains an explanation about the Council's approach to construction noise; including the setting of appropriate conditions, and environmental codes of practice for construction sites.[26]

189. Both the Camden and Islington general development standards[27] set out the noise environments within which new development will be approved/not approved, however these mainly relate to operational impacts. The noise assessment considers the impact of construction and operational noise from the station on nearby residential receptors. Operationally, there are unlikely to be any adverse noise impacts from the new station facilities. The main operational changes are the increased frequency and numbers of trains however, this is not likely to be perceptible. The detailed design of mechanical ventilation and communication elements for the concourse will be designed in compliance with these standards.

190. The noise assessment in the ES has determined that the noise from operating Platform Y will not exceed the 1dB set out in the Railway Noise Regulations. In operation, Platform Y will be used by electric trains only and constructed from low vibration slab track. Consequently, there is unlikely to be any material infringement of Policy SD6 and 7 and other relevant plan policies.

191. The construction of Platform Y will occur adjacent to York Way which forms the boundary of Camden and Islington Boroughs. Much of the noise from the construction of Platform Y will be screened by the platform's location within the Main Train Shed. The gaps in the road frontage to York Way could create possible increases over existing daytime noise levels of 1-4dB (without mitigation measures such as screening).

192. Construction of the Western Concourse will increase noise levels to several receptors identified in the ES by 2-5dBA (namely St Pancras Chambers/Hotel building and the German Gym building) at certain phases over the entire 5-year construction

[26] Para 3.4.4 Islington UDP 2002.
[27] Appendix 1 in Camden RUPD Adopted 2006 and 9.1 and 92 in Islington Planning Standards Guidelines

programme. Noise barriers can be employed to achieve a minimum 5dB (and up to 10dB) level of noise attenuation. The ES Section 10 *Noise* concludes that noise levels can be predicted to be within recommended noise limits, and that their effect will not be significant.

193. More significant construction noise effects are anticipated from night time work that will be required to construct the new Platform Y. Night time possessions of the lines will be required in order to maintain ordinary train services during the day. Of the entire project, night time activities create the most potential to exceed noise limits – however the times that these are likely to create an adverse effect will be limited, the local residents/occupiers notified, and the best practicable options for reducing the duration and levels of noise will be adopted.

194. The ES report Section 10 *Noise* has included a schedule of measures (similar to those summarised in Section 13 of PPG27) that could be used to set appropriate conditions. The contractor carrying out these works will be bound to an EMP (Environmental Management Plan) to reduce noise. Measures would range from and including; different types of screens/hoardings, restrictions in the hours of operation of noisy activities, the type of plant used, and informing local residents and businesses about the timing of particularly noisy activities.

195. For the last six years much of the area around the station has been a construction site. The noise assessment has determined that the area is more heavily influenced by traffic noise, so that current construction noise was not audible during the measurement times. This was true of both Euston Road and York Way. It is unlikely that construction activity (with a few exceptions) will be a significant cause of noise disruption to local residents/businesses. There are several options available for reducing the noise impacts to acceptable levels, given the major works proposed. In operational terms there are unlikely to be any significant adverse noise effects arising from the redeveloped station.

9.4 Vibration

196. In the Camden Plan the overarching policies relating to vibration are: SD6, SD7, SD8 in Appendix 1 Table C of the Camden RUDP (2006).

197. During the construction phase it is unlikely that percussive piling techniques will be used and therefore construction is likely to have only very localised on-site vibration

effects. For these reasons, and following consultation with the major stakeholders, it was determined that this would not be addressed further (see ES Section 3 *Approach to the Environmental Impact Assessment*).

198. After construction the only increase in operational activity that could cause a vibration effect is that of more trains calling at the station. The planned use of Platform Y at two trains per hour in the peak hour (and the uplift in train services at the station overall of 2%) will not materially change levels of vibration at the station, and therefore the proposal is well within the standards set out in Appendix 1 of the RUDP 2006.

9.5 Air quality

199. As traffic levels on the local road network are expected to change by less than 10% during both construction and operation and, in accordance with guidance issued by the former DTLR, these air quality issues were therefore scoped out of the ES as the impact on air quality from increased vehicle numbers is not significant. Section 9 *Transport and Pedestrian Movements* details the likely flows.

200. The amount of dust generated by construction activities that may cause a nuisance is difficult to predict accurately as much depends on the mitigations measures adopted to confine the dust to the site. Section 11 of the ES on *Air Quality* identifies the potential receptors of any construction dust and considers the schedule of construction activity. The assessment concludes that dust nuisance can be reduced to an acceptable minimum by detailing appropriate site practices in the contractor's project-specific EMP.

201. In particular, it was assumed that there were no potential effects in relation to contaminated land during operation (i.e. after construction) and this has not been addressed further. Construction disturbance of any contaminated material will be addressed in the contractor's specific EMP.

202. The Station is located within a Camden Air Quality Management Area (AQMA)[28]. Given the level of construction that has, and will take place in the area around the station, Camden has established specific monitoring of this area for particulates and NOx emissions. The contractor's project specific EMP will address the prevention and reduction in levels of particulates emitted from construction activities on the site. In

[28] Environment Act 1995 (Part IV)

operational terms options, such as using gas fired boilers will be considered at the detailed design phase.

203. In terms of direct station traffic generation, the increase in adjacent road traffic as a result of the station enhancement is unlikely to be over 10% more than current levels[29]. Most of the air quality problems in Camden arise from vehicle use. The increase in station-related traffic will consist of more people dropping and picking up passengers, including increased taxi flows. A range of taxi options were considered and the current layout combines the taxi operations of St Pancras and King's Cross to improve efficiency as a single system. Station servicing traffic will be managed and will result in fewer delivery vehicles using the roads around the station. The entire scheme is designed to increase the capacity of the public transport network and the interchange, so in the wider sense it can be considered overall to be beneficial in terms of vehicle emissions.

9.6 Water

204. A large part of sustainable development is the need to ensure that both construction and operational effects on water quality are minimised or prevented altogether. With regard to these applications it requires appropriate measures to be employed during construction to ensure that contaminants do not reach waterways and that in operational terms the new development does not generate or add to contaminant levels.

205. In the Camden RUDP (2006) the policies relating to sustainable development and water quality are; S1, S2, S3, S8, SD1, SD9B, SD10A, SD10B, RC1.

206. Section 14: *Water Resources* of the ES details the potential effect on water quality on nearby receptors (most notably the Regents Canal) and concludes that with appropriate mitigation measures (as set out in the report and the draft Environmental Management Plan) there will be no adverse effects on surface and ground water quality. Sections 11 *Air Quality* and 12 *Contaminated Land* address the need to ensure that dust generated from construction activities is mitigated, and that potential contaminated spoil (including soil and buildings) is appropriately managed to ensure that no contaminants reach waterways.

[29] Refer ES Section 9: *Transport and Pedestrian Movements* for traffic flows.

207. The area subject to these applications is not in any flood plain or risk areas associated with flooding.

208. Developing appropriate designs for minimising the levels of contaminants discharged to local disposal systems will be addressed at the detailed design stage of the project. Arrangements for the drainage of runoff, once the development is fully operational, are also subject to the approvals of the Environmental Agency and Thames Water Limited.

209. Using the methods described in the ES and appropriate design of runoff systems, the proposal can meet all the water quality objectives set out in the policies. Detailed design of the proposal will address the issue of operational water minimisation and re-use.

9.7 Archaeology

210. The ES archaeological report addresses the impacts of any sub-surface disturbance that will occur during the construction phase. Once construction is complete, any undiscovered archaeological remains will remain undisturbed. Much of the site area has already been excavated for the LUL improvement works. A system of assessment and measurement of the site to determine the presence of any archaeological remains has been in place since the start of the construction phase in 1999.

211. The King's Cross Opportunity Area Development Brief is essentially concerned with the built and natural environment of the opportunity area and the aspirations for its social and economic success. Policy B8 in the Camden RUDP 2006 states that the Council will seek to preserve archaeological features and their settings and where they are disturbed, that acceptable measures are taken to preserve, excavate and record. The assessment in the ES Section 5 *Archaeology* contains measures to cover the objectives of the relevant Camden policies including;

- The monitoring of test pits and boreholes in areas not already disturbed by the LUL works;
- Archaeological field evaluation for areas requiring more than 1 metre of excavation;

- Ground reduction outside the areas truncated by LUL construction and the Hotel Curve Tunnel will be monitored;
- Excavation of any test pits or bore holes will take place in advance of construction;
- A standard building assessment of any notable surviving sections of the Hotel Curve Tunnel; and
- Post excavation analysis, publication and dissemination of the results of the above work.

212. These recommendations are consistent with both the Camden policies and PPG 16, and will ensure that any archaeological remains or structures are appropriately protected and/or recorded.

9.8 Accessibility

213. The enhancement works will ensure that the needs of people who have impairment that limits their ability to walk and people with impaired sight, comprehension or hearing will be met when using the station and its immediate surrounds. There are several guidance documents that apply to the design of the facilities and these are explained and assessed in the Access Appraisal Report.

214. Policy SD1 C in the RUDP 2006 Access for All: states that "*the Council expects all new development to meet the highest standards of access and inclusion. The Council will require development of buildings and spaces that the public may use, including changes of use and alterations where practicable and reasonable to be designed to improve access and use for all".* The design of the new buildings and the remodelling works ensure that access is possible both horizontally and vertically through the station.

5.9 Environment

215. The principles of sustainable development are enshrined in national, regional and local policy (much of which has been referenced earlier in this statement). This section discusses the sustainable development issues applying to the proposed construction works, and the operation of the station. It does not cover the overarching strategic policies which seek enhancements and improvements to public transport facilities and capacity, as these have been addressed in previous sections.

216. In terms of wider environmental benefits, the enhancement of the station to increase capacity and accommodate more passengers will contribute to a modal shift to more energy efficient rail transport and consequently reduce greenhouse gas emissions. The lengthened platforms will also provide for greater use of the station by electric trains in the future. These improvements are consistent with the objectives for cleaner transport in the Mayor's Energy Strategy (February 2004).

217. The main concourse volume will be naturally ventilated and unheated. This is consistent with the London Plan's Supplementary Planning Guidance: Sustainable Design and Construction (May 2006) which seeks to conserve energy. It is also consistent with the Mayor's Energy Strategy which seeks to improve energy efficiency in commercial and public sector buildings through the use of natural lighting and ventilation.

218. Both the local and regional planning documents seek to retain biodiversity and natural systems. The application site is highly urbanised with the majority of the area containing impervious surfaces. The proposal will not impact on any ecological resources, such as designated national sites and local conservation areas in the immediate vicinity of the site. Any vegetation that is to be removed is of low ecological value. Possible impacts on air or water quality have been addressed in previous sections of this statement where the assessment has indicated little or no impact from the proposed development.

219. Bats, which may roost in the existing station buildings, may be affected by the enhancement works. An assessment of the potential for the disturbance of bat roosts has been carried out and is provided in Section 13: *Protected Species* of the ES. The area is unlikely to support high numbers of bats given the absence of good forage areas and the lack of openings in the buildings to be altered or demolished (with the exception of the gas boiler room and the bothy). A full survey of all structures will be undertaken by a suitably licensed specialist to determine whether any bats (or other protected species) are present prior to demolition. If any roosts (or any protected species) are found, appropriate measures will be employed to ensure that they are removed or relocated in accordance with accepted English Nature guidelines.

220. Section 12: *Contaminated Land and Construction Waste* of the ES addresses construction waste and its management. Network Rail will require all contractors working on the project to suitably manage their waste arising. Construction waste such

as steel, concrete, masonry and wood will be segregated at source to facilitate recycling where a suitable recipient user can be identified. Additionally, non construction wastes arising from packing on materials received will also be segregated. All wastes taken off site which cannot be recycled will be sent for disposal to a suitably licensed facility. Any waste material that leaves the site will only be removed by a suitably licensed carrier and will be subject to all relevant 'duty of care' conditions. The contractor will be required to demonstrate that they are aware of the legal requirements placed upon them with regard to waste management/control. As part of the contractors EMP a Wastes Management Plan is required which will identify the likely wastes that will be produced, their carriers and also projected disposal sites. The contractor will be subject to regular inspection and audit of their waste control procedures.

221. Currently King's Cross Station has a typical profile of controlled waste generated by retail, office, catering and non-maintenance waste from trains. Segregation of these waste streams is currently limited to paper only. All other wastes are placed un-segregated into a compactor. The new proposals will provide a central waste area in the basement of the Western Range where segregation will be carried out for glass, cardboard, plastic, packaging material and metal. This area would be equipped with a baler for compacting paper, packaging and aluminium. By implementing this strategy it is anticipated that over 50% of the station generated waste will be recovered for recycling.

222. The Sustainability Appraisal Report accompanying these applications also includes environmental factors in its assessment of the project. In terms of affecting natural ecological systems, the individual assessments relating to each element in the ES demonstrate that there is minimal effect on natural ecosystems as a result of the proposals. In addition, the natural environment and the resources available for future generations are not compromised, or limited by the application.

9.10 Regeneration

223. The King's Cross Station is a major station and transport interchange at the gateway to the KXC Opportunity Area, as defined in the LP and the Camden UDP. As such, its enhancement, and the timing of its implementation is key to the regeneration of both the KXC lands to the north, and to the wider Camden community. The development and implementation of the joint Camden and Islington Planning and Development Brief has as its primary objective to "see major development and

regeneration started, and completed, as soon as possible, to overcome the problems and uncertainties that have blighted this site in the recent past".[30]

224. In order to meet the sustainability objectives in both local and regional Plans and guidance, the regeneration of this area must be accompanied by enhanced public transport facilities to ensure that there will be high use of sustainable transport modes. While the area has the best public transport accessibility in London, the King's Cross station has limited capability to accommodate even current passenger demand. Emerging demand from both the immediate KXC development, and predicted future growth in passenger numbers through the interchange requires significant improvement to the station's legibility, services and capacity.

225. Section 5: *Socio-economic and Urban Regeneration Effects* of the ES details the contribution to economic development and urban regeneration accruing from the Station enhancement project. It is clear that there will be positive community, transport, economic and amenity improvements for the immediate and wider community as a result of the KXSE project, which will both meet, and foster, the regeneration of the area.

10.0 Conclusion

226. In overview, this assessment and the other supporting documents included in these applications, demonstrate that the King's Cross Station enhancement project meets all relevant national, regional and local policy. The improvement of public transport facilities, both at interchanges and for operational services is a fundamental part of London's future sustainable development.

227. The improvements to the station are necessary to also achieve regeneration benefits in a manner that respects sustainable development objectives. By conforming to transport policies that seek to increase capacity and improve transport connections, the project forms an integral part of wider integration and regeneration objectives for the area.

228. The redevelopment of King's Cross Station is clearly anticipated and supported by Camden the RUDP 2006 and the King's Cross Planning and Development Brief 2004, both as an improvement to a public transport interchange, and also to support the

[30] King's Cross Opportunity Area Planning and Development Brief para 1.1.3

regeneration of the wider area. The project not only meets the transport objectives, but helps to deliver policy aspirations in respect of the enhancement of the historic environment and improvements to the public realm.

229. The application provides a significant public building which respects its iconic historic setting, whilst providing a new and appropriate space for meeting the future needs of public transport users. The new concourse addresses both the importance of the area as an international gateway and provides a coherent transition to the KXC development to the north.

230. The design of the enhancement project has also kept the alteration or removal of parts of key listed buildings to a minimum. Where demolition is proposed it is justified by the considerable benefits to station capacity and access. This loss will be mitigated by recording all items, and there will be little long term impact on the character and appearance of either the listed station, or on the wider conservation area as a consequence of the project.

231. The creation of the southern square will improve the way the Station relates to Euston Road, and improve the functionality of the whole interchange. This high quality public realm will reinforce the sense of place at King's Cross and be a viewpoint from which to better appreciate the architectural asset. The provision of this new open space conforms to all the policy objectives outlined in the application, in terms of high quality design, improved pedestrian accessibility and better integration with the surrounding area.

232. In terms of site suitability the proposal is a scheme which gives expression to the relevant objectives applying to the development of the KXC Opportunity Area and the specific objectives for the enhancement of the station. Within the physical and logistical constraints it provides significant improvements to capacity, integrates well with surrounding development and will meet the future needs of local, regional and national transport users.

Glossary

AQMA	- Air Quality Management Area
CABE	- Commission for Architecture and the Built Environment
CRT	- Cross River Tram
CTRL	- Channel Tunnel Rail Link
DfT	- Department for Transport
DDA	- Disability Discrimination Act 1995
DTLR	- Department for Transport, Local Government and Regions
EIA	- Environmental Impact Assessment
EMP	- Environment Management Plan
EMS	- Environmental Management System
ERM	- Environmental Resource Management
ES	- Environmental Statement
FCC	- First Capital Connect
GLA	- Greater London Authority
GNER	- Great North Eastern Railway
GNH	- Great Northern Hotel
KXC	- King's Cross Central
KXSE	- King's Cross Station Enhancement Project
LDA	- London Development Agency
LDF	- Local Development Framework
LP	- London Plan
LUL	- London Underground Limited
OBS	- On Board Services
PPG	- Planning Policy Guidance
PPS	- Planning Policy Statement
RPG	- Regional Planning Guidance
RUDP	- Replacement Unitary Development Plan
SSY	- Shared Service Yard
TfL	- Transport for London
TOC	- Train Operating Companies
UDP	- Unitary Development Plan