

London Borough of Camden
Environment Department (Development Control)
Camden Town Hall
Argyle Street Entrance
Euston Road
London
WC1H 8ND

27 September 2005

Dear Sirs

**KING'S CROSS CENTRAL - OUTLINE PLANNING APPLICATION FOR THE MAIN SITE
APPLICATION REFERENCE 2004/2307/P**

We refer to the outline planning application submitted to you on 28 May 2004 in relation to the Main Site at King's Cross Central. The application was registered under reference number 2004/2307/P. Our covering letter of 28 May 2004 which accompanied the application, explained its detailed contents, the documents which accompanied the application and their status.

Since the submission of the application, the applicants have held extensive discussions with the Council and others (including the Greater London Authority, Transport for London (TfL) and English Heritage) about various aspects of the application, including the number, form and hierarchy of public spaces; the accommodation of buses and surface transport; the embedment of retained historic buildings as an integral part of the new development; provision for community facilities including primary care and walk-in health centres, a primary school and children's centre; building heights; the types, quantum and mix of housing; environmental performance and sustainability; and the footprint, quantum and land use mix of built development overall. The applicants have also taken account of the many written representations received by the London Borough of Camden, during formal consultation.

As a result, the applicants are now proposing a number of amendments to the application and this letter submits those amendments.

We enclose with this letter copies of the following documents, which formally form part of the Main Site planning application and replace the previously submitted equivalent documents:

1. Revised Development Specification dated September 2005.
2. A revised set of 21 Parameter Plans, forming part of the Revised Development Specification
3. Revised Landscape Proposals Plans, forming Annex D to the Revised Development Specification
4. Revised Specification of Works to the Southern Stanley Building, forming Part 9 of Annex E to the Revised Development Specification

The amended description of development for which outline planning permission is now sought is set out at para 3.1 of the Revised Development Specification (document 1) and is as follows:

"Comprehensive, phased, mixed use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities."

We also enclose with this letter copies of the following documents, which are not formally part of the planning application but are submitted in support of it. Documents 6,7,8 and 9 replace the previously submitted equivalent documents:

5. a Supplement to the Environmental Statement (forming Volume 5 of the ES), dated September 2005
6. a Revised Non Technical Summary of the Environmental Statement, dated September 2005
7. a Revised Initial Conservation Plan for the Southern Stanley Building, dated September 2005
8. a Revised Construction Code of Practice, dated September 2005
9. Revised Illustrative Highway Proposals, dated September 2005
10. an Access and Inclusivity Strategy, dated September 2005
11. an Illustrative Scheme Plan, at A0 size.

10 copies of each document are being supplied to the Council, as before.

Annex F to the Revised Development Specification (document 1) explains the scheme amendments and their background in more detail. The amendments include:

- Enhancements to the proposed public realm, including additional 'green' landscaping/open space at Cubitt Square (formerly Market Square), Cubitt Park (formerly Long Park) and Handyside Park (formerly part of development zone J);
- Revised landscape proposals for a number of other streets, squares and public realm areas, including Station Square, Pancras Square, Granary Square, North Square and the Gas Holders zone. These revised proposals have prompted the 'removal' of two development zones (O and U) originally put forward (in May 2004) for new pavilion buildings;

- Changes to access and circulation routes within the scheme, with revised proposals for Station Square and Pancras Road (see below) and general traffic removed from a number of areas that now become pedestrian zones/restricted access streets. In addition, the revised proposals now incorporate Urban Home Zones within development zones R and S;
- A series of new Landscape Proposals Plans (Document 3), for Station Square and Pancras Road. The Revised Plans include:
 - Two alternatives for the scheme that the King's Cross Central applicants propose to implement, including taxi access and drop-off facilities for the existing station configuration, in the event that the Network Rail King's Cross Station Enhancement proposals do not come forward, or are materially delayed, beyond the start date for King's Cross Central (LPP101a and LPP101b); and
 - Two alternatives for the scheme that the King's Cross Central applicants propose to implement, including taxi access and drop-off facilities for a future station configuration with the Network Rail King's Cross Station Enhancement (LPP101c and LPP101d).
- The Option 1 drawings (LPP101a and LPP101c) show preferred public realm arrangements discussed with TfL. The Option 2 drawings (LPP101b and LPP101d) show alternative arrangements, with an additional taxi lane for King's Cross Station, should this be required by Network Rail. The applicants are content for Camden, as planning authority, to approve either the Option 1 drawings (LPP101a and LPP101c) or the Option 2 drawings (LPP101b and LPP101d), in granting planning permission for King's Cross Central.
- The embedment of the retained Southern Stanley Building within a new development (development zone E). New floorspace would be provided over 7 floors, wrapping around the retained Stanley Building (5 floors), with a new core/lightwell, accommodating light, lifts, circulation and other services, provided between the two. This would minimise interventions into the existing, listed building;
- Additional scheme parameters in relation to the proposed Cross River Tram (CRT). New parameter plan KXC019 shows 3 local route/terminus options discussed and agreed with TfL. These provide an envelope for further design development of CRT, consistent with the Mayor's objectives;
- Additional scheme parameters for the Gas Holder triplet development in development zone N (new parameter plan KXC020);
- Reduced maximum building heights in some development zones, including the gas holders zone (development zone N);
- More detailed proposals for the proposed open space and play facilities within Gas Holder No. 8. The revised proposals are for a 'Flux Park', incorporating a multifunctional, high technology ramp, 3-4 metres wide, passing round the internal perimeter of the lower section of the gas holder guide frame. The ramp would incorporate two public platforms, seating, community function space, toilets and storage and afford the Park a degree of enclosure;

- New proposals for renewable energy, including up to 14 wind turbines (in development zones J, Q, R and T), infrastructure for ground source heat pumps below public realm areas, photovoltaics (in locations that receive long periods of direct sunlight) and solar water heating;
- Commitments to make use of district heating/Combined Heat and Power (CHP) systems, including at least one fuel cell to show-case that technology. District heating/CHP systems would support the future application of biomass (renewable) energy provision;
- The identification of priority zones for native species planting (now shown on Parameter Plan KXC006) and for the provision of green/brown roofs (new Parameter Plan KXC021);
- Revised proposals for 1,700 residential units, plus up to 650 units of student housing. In addition, the Revised Development Specification now provides additional information on the overall unit mix and the quantum and types of affordable housing to be provided;
- Reduced car parking provision for business and employment (B1) floorspace within the development;
- Explicit provision, within the Revised Development Specification, for a number of health, education and other community facilities, including:
 - a primary health care centre of at least 1,250 sq m GIA;
 - a health walk-in centre of up to 750 sq m GIA;
 - a 2-form entry primary school of at least 2,100 sq m GEA within development zone P, with access to high quality external play spaces;
 - a Children's Centre of at least 645 sq m GEA, incorporating nursery, drop-in/crèche, medical and other facilities within development zone T, with access to high quality external play spaces;
 - A multi use games area of at least 630 square metres;
 - 'Flux Park' play facilities and open space, within the re-erected Gas Holder no. 8;
 - a Local Equipped Area for Play (LEAP) and Local Area for Play (LAP) within the proposed Handyside Park, including facilities to support disabled children's play;
 - Public bicycle interchange/storage facilities within development zone B;
 - Public health and fitness facilities, including a 25 metre swimming pool, within development zone B; and
 - A Public indoor sports hall within development zone Q, providing 4 x standard badminton courts/1 basketball court/1 volley ball court/ 1 x 5-a-side football pitch, plus reception, changing, circulation and related facilities, for example café areas and children's soft play. The sports hall building may also accommodate meeting space for local community groups.

With these amendments, the proposed principal public areas shown on Parameter Plan KXC004 now account for some 40% of the total Main Site area. Moreover, this figure excludes the area for King's Cross Station Enhancement, the Midland Yard and York Way. It also excludes those parts

of the Regent's Canal and Camley Street Natural Park that fall within the application area and additional local amenity/space to be provided within Urban Home Zones.

The Revised Development Specification includes updated floorspace schedules that reflect these changes. The revised proposals represent, for example:

- A reduction in B1 business and employment floorspace (down 30,770 sq m to 455,510 sq m)
- A smaller reduction in residential floorspace (down 3,400 sq m to 173,475 sq m)
- A reduction in D1 floorspace (down 3,935 sq m to 71,830 sq m)
- A reduction in D2/nightclub floorspace (down 2,820 sq m to 28,730 sq m)
- A reduction in multi storey car park floorspace (down 2,350 sq m to 21,500 sq m)
- An increase in "other" floorspace, to reflect the new floorspace provision for public bicycle interchange/storage facilities
- A reduction in the total floorspace proposed (down 5,185 sq m to 713,090 sq m).

As explained above, documents 1-4 and 6-9 inclusive are replacements for key components of the planning application package submitted with our covering letter of 28th May 2004.

Document 5 (Supplement (Volume 5) to the Environmental Statement) presents the results of a Supplementary Environmental Impact Assessment, which has reviewed the likely significant effects of the King's Cross Central proposals, in the light of the scheme amendments summarised above. The Supplement (Volume 5) should be read in conjunction with Volumes 1-4. Volumes 1-4 remain current, except where the assessments they make are superseded by the Supplement, taking into account the amendments to the scheme.

The Supplement has been advertised in the Islington Gazette and the Evening Standard on Thursday 22nd September 2005 and copies of the advertisements are enclosed. Site notices have also been posted in relation to the Supplement and a certificate for the site notices is enclosed.

Document 6 (the Revised Non Technical Summary of the Environmental Statement) summarises the EIA findings in Volumes 1-5, reporting the likely significant effects of the amended King's Cross Central proposals. Document 6 updates and replaces the Non Technical Summary submitted in May 2004.

Document 7 has been prepared to update the Initial Conservation Plan for the Southern Stanley Building, taking into account the new proposals for embedding this building within a new development, as described above.

Document 8 presents a revised and updated code of construction practice, taking into account the points that have been made, in discussions, by Camden planning and environmental health officers, on the May 2004 document.

Document 9 presents revised illustrative highway proposals for the existing adopted highways of Pancras Road, Goods Way and York Way. These drawings demonstrate that satisfactory highway access can be provided to and from the site, in accordance with the means of access

and circulation sought as part of the amended application and that the development can be carried out without prejudicing the safe and efficient operation of the highway. In due course, following the grant of planning permission, the applicants would agree detailed schemes for Pancras Road, Goods Way and York Way, with the relevant highway authorities and would enter into an agreement (or agreements) under section 278 of the Highways Act.

Documents 10 and 11 above are new documents, which are not formally part of the planning application but are submitted in support of it. The Access and Inclusivity Strategy (Document 10) has been prepared at the request of the GLA and others, to 'signpost' where access and inclusivity has been addressed within the applications and other supporting documents and to highlight the principles that have been, and will be applied.

The Illustrative Scheme Plan (Document 11) shows how the Main Site and related Triangle Site proposals may be built out within the parameters set by the amended planning applications. The Plan focuses on the public realm in particular, illustrating the likely layout of streets, squares, parks and other public spaces, urban home zones, proposed bridges and landscaping, towpath improvement and other works, along the Regent's Canal. The Plan also illustrates the proposed green and brown roofs, wind turbines and other scheme features.

We look forward to discussing the amendments to the application with you and to its early determination.

We should be grateful if you would acknowledge safe receipt of this letter and enclosures and confirm to us as soon as possible that the formal amendments to the application described in this letter have been accepted.

Yours faithfully

Robert Evans

Argent (King's Cross) Limited

For Argent (King's Cross) Limited, London & Continental Railways Limited and Exel plc

Encl.