

Delegated Report		Analysis sheet		Expiry Date:	
(Members Briefing)		N/A / attached		Consultation Expiry Date:	
				14/08/2014	
Officer			Application Number(s)		
Neil McDonald			2014/4605/P		
Application Address			Drawing Numbers		
Building T1 King's Cross Central York Way London N1C			Refer to draft decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
<p>Amendments to approved scheme granted on 22/03/2013 (ref: 2013/0405/P) for reserved matters in connection with the erection of a ten to fifteen storey building within development Zone T1 for uses comprising a 418 space multi-storey car park, a multi-use games area (MUGA), residential development totalling 129 units (95 private ownership, 22 affordable rent and 12 shared ownership), retail/café/bar uses (Classes A1-A4) together with associated ground floor terrace area and incorporating existing energy centre constructed under 2009/0415/P; and submission of associated details in compliance with conditions 6, 7, 9, 10, 12, 14, 16-24, 26, 27, 28, 31, 33-36, 39, 42, 42A, 43-46, 48, 49, 50, 50A, 51, 60, 61 and 64-67 of outline planning permission granted 22/12/2006 (ref 2004/2307) for a comprehensive, mixed-use development of former railway lands within the King's Cross Opportunity Area. Amendments relate to revision of the western façade to include enclosed glazed balconies; revised eastern facade balconies and windows; various amendments to floor plan layouts including roof plans; plant areas; multi-storey car park and some residential units; reconfiguration of waste storage and strategy arrangements; and increase of cycle spaces.</p>					
Recommendation(s):		Grant			
Application Type:		Approval of Reserved Matters			
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice			
Informatives:					

Consultations

Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. Electronic	00		
Summary of consultation responses:	<p>A site notice was displayed from 23/07/2014 giving a 3 week period for comments ending on 13/08/2014. A notice also appeared in the press on 24/07/2014. A notification letter was sent to the Kings Cross Development Forum.</p> <p>No responses were received</p> <p>HS1/Network Rail were consulted as adjoining infrastructure owner and confirm that the western façade construction and maintenance is part of ongoing discussions. Subject to wishing for their ongoing interest to be noted they do not have any objection or require any conditions to be imposed to the granting of planning approval.</p>					
CAAC/Local groups* comments: <small>*Please Specify</small>	Kings Cross and Regents Canal CAACs were notified but have not responded					

Site Description

Building Plot T1 sits to the north of the Regents Canal at the far north-west of the Kings Cross Central site where it abuts the CTRL 'Eurostar' highspeed rail line. To the east is Development Zone P and to the north Plot T2. The southern part of the zone is adjacent to but not within the Regents Canal Conservation Area. The Kings Cross Conservation Area is also a short distance to the south encompassing the CTRL rail tracks to the south of the point where it crosses the Regents Canal. To the south-east, Plot T1 abuts Zone N and Gas Holder Park within which the reassembled Gas Holder No. 8 will be located.

The site presently accommodates the now operational Kings Cross Central site-wide energy centre which has come forward in partial implementation of an earlier grant of Reserved Matters for the development of plot T1 approved on 24 April 2009 (2009/0415/P). The remainder of the T1 reserved matters was resubmitted in revised form in 2013 receiving approval on 22 March 2013 (2013/1405/P).

Construction works on building T1 subsequent to the 2013 approval are currently underway with completion programmed in early 2016. The current application is intended as an amendment to be implemented during the course of construction, although has the status of a full reserved matters submission.

Relevant History

Reserved matters was originally granted for the development of Plot T1 on 24 April 2009 (planning reference 2009/0415/P) and related to:

Reserved matters in connection with the erection of a nine to fourteen storey building within development Zone T1 for uses comprising a new energy centre and electrical substation, a 417 space multi-storey car park, a multi-use games area (MUGA), residential development totalling 102 units (48 private ownership, 34 social rented and up to 20 intermediate affordable), retail/café/bar uses (Classes A1-A4) together with new areas of adjacent public realm; and submission of associated details in compliance with conditions 3, 9, 10, 16, 17, 19, 20, 21, 22, 24-31, 33-36, 39, 42, 42A, 43-46, 48, 49, 51, 60, 61 and 63-67 of Outline Permission reference 2004/2307/P, dated 22nd December 2006 (for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area).*

(* It should be noted that the 2009 description of development wrongly noted the building height as "9 to 14 storeys" and was amended in the 2013 description below)

2013/0405/P granted 22/03/2013 for reserved matters in connection with the erection of a ten to fifteen storey building within development Zone T1 for uses comprising a 418 space multi-storey car park, a multi-use games area (MUGA), residential development totalling 129 units (95 private ownership, 22 affordable rent and 12 shared ownership), retail/café/bar uses (Classes A1-A4) together with associated ground floor terrace area and incorporating existing energy centre constructed under 2009/0415/P; and submission of associated details in compliance with conditions 6, 7, 9, 10, 12, 14, 16-24, 26, 27, 28, 31, 33-36, 39, 42, 42A, 43-46, 48, 49, 50, 50A, 51, 60, 61 and 64-67 of outline planning permission granted 22/12/2006 (ref 2004/2307) for a comprehensive, mixed-use development of former railway lands within the King's Cross Opportunity Area.

As of the date of consideration of this application conditions 2, parts a (details and samples of materials and finishes), b (sample panel of pre-cast bay), c (landscaping of 8th floor garden), d (bird and bat boxes), e (lighting), f (public art), g (CCTV), h (sample of paving) of planning permission 2013/0405/P (granted 22/03/2013) remain outstanding and require details to be submitted and approved.

Relevant policies

LDF Core Strategy and Development Policies

CS5 – managing impact of growth, CS6 – providing quality homes, CS10 - supporting community facilities and services, CS13 - tackling climate change through promoting higher environmental standards, CS14 - promoting high quality places and conserving our heritage, CS18 – waste and recycling, DP3 – affordable housing, DP5 – homes of different sizes, DP6 – lifetime homes and wheelchair homes, DP15 - community and leisure uses, DP16 - transport implications of development, DP17 - walking, cycling and public transport, DP22 - promoting sustainable design and construction, DP24 – securing high quality design, DP25 - conserving Camden’s heritage, DP26 - managing the impact of development on occupiers and neighbours, DP29 - improving access.

London Plan 2012
NPPF

Assessment

The Proposal

1. The proposed amendments primarily relate to the western façade. This has come about due to the need to meet the asset protection requirements of the adjacent rail operator High Speed 1 (HS1) in association with CTRL. The main concern of HS1, raised at a late stage, has been the potential for loose items falling from the balconies of building T1 landing on the adjacent tracks and disrupting services. In responding to this the façade detailed design has been revisited including the balconies, some of the materials used and the method for cleaning the western façade. The design in this respect has been developed in close consultation with HS1 which has confirmed they have no objections to the proposals.
2. Other minor changes relate to the following:
 - minor amendments to the eastern façade,
 - minor internal reconfiguration of some plant and storage areas,
 - refinements to the layout and circulation of the multi-storey car park (MSCP),
 - amended roof layout incorporating a building maintenance unit (BMU) for the cleaning of the western façade,
 - amendments to the waste and servicing areas and associated strategy,
 - minor changes to some of the residential unit layouts, and
 - an increase in the residential cycle parking provision.
3. A full schedule of the changes is contained in Table 1 of section 1.1 of the submission statement.
4. The above changes have a negligible impact on the approved floorspace figures and the number, mix and tenure types of residential units remains exactly as was approved in 2013.
5. Also included within this submission are the details of the stonework treatment to be applied throughout the facades. This particular aspect is not an amendment, rather a progression of the design in the context of the approval under 2013/0405/P and condition 2(a) which required samples and further details of the external materials and finishes to be submitted and approved.
6. Whilst of a minor nature in their impact the scope of the changes affects nearly all of the floor plans to some degree. Therefore this application takes the form of a complete revised submission of reserved matters for building T1. As is the case for all such submissions it is accompanied by a submission statement which includes a compliance report to explain how each of the relevant conditions of the Outline Permission have been addressed.

West facade

7. The balconies of the residential units located along the western façade have been redesigned to include enclosed, glazed balconies to reduce the risk of objects falling from balconies. Expressed metal mullions are proposed to sit on the outside of the glazing as a design feature. These have been spaced so as to relate to the façade bays of the building and add a strong vertical emphasis which is considered to be an improvement.
8. The projecting bay windows further to the north along this façade have been redesigned as full height Juliette balconies in a design and materials to be consistent with the enclosed balconies. This ensures a satisfactory sense of visual continuity across the elevation as a whole. The energy centre flues on this elevation have also been revised, being clad in aluminium and enclosed in mesh detail, rather than reconstituted stone and left open. Again this is in the interests of visual consistency.
9. Other minor changes to the western façade include a revision to the metal solar shading panels, now to be a woven pattern rather than perforated as previously approved. This plainer detail is intended to complement the revised façade treatment and materials now proposed, and considered acceptable.

East facade

10. Revised balcony details are also proposed to the eastern elevation, this time replacing the glass balustrades previously approved with steel rods above a slightly reduced depth fascia panel. This is in conjunction with the changed design to the solar shading as described for the west elevation above and is considered to achieve a lighter and more visually balanced composition overall.
11. The projecting bay windows along the eastern façade have been revised with inward opening rather than outward opening windows. This is intended as a practical measure and should not affect the appearance of the elevations.

Plant and storage areas

12. The changes in this respect are mainly minor reconfigurations itemised in section 1.1 of the submission statement and not of any significant note. These changes are mainly internal to the building and would not affect the elevations, but they do achieve some practical benefits such as swapping over the refuse store and cycle store within Core 3 so that the drainage of the building may make the refuse store better suited to being fully washed down.

Changes to the MSCP

13. The layout of the car park has been extensively refined in order to better facilitate the needs of its users. Additional vehicle ramps cater for improved circulation reducing the conflict between cars parking and cars exiting the car park. A pedestrian ramp has also been introduced together with additional access points making it possible for residents to access the MSCP directly through cores 1 and 3 at levels 6 and 7, in addition to using the public entrance. The changes have resulted in three less parking spaces being provided (reduced from 418 to 415), although the number of accessible spaces remains unchanged at 26. The changes in this respect continue to conform with outline condition 49 (car parking standards) and are considered acceptable.

Roof level

14. The main changes at this level are in connection with the proposed BMU and its attendant effects on the area of green roof at level 10 (the top of the 'birds beak' of the building) reducing this from 1,673sqm as approved to 945sqm. The area of brown roof at level 14 (tower roof) has also been reduced from 849sqm to 438sqm due to the rearrangement of the rooflights of the residential units in this location and the need for path and gravel areas to enable safe servicing access.
15. Building T1 is not included within a priority zone for green/brown roofs as defined in the relevant parameter plan KXC outline permission. However the extent of green/brown roof proposed atop building T1 is still 34% of the total roof area and the information submitted shows that this is the

maximum that can be reasonably achieved.

Waste and service strategy

16. The location of the refuse store within core 3 has been swapped with the cycle parking as described above. The refuse stores that were to be located in Core 4 have been omitted and proposed to be replaced at levels 3 and 4 of the MSCP. This has been accompanied by a slight change in the location of the refuse chutes serving these stores but this will not affect the ease they can be accessed by the residents of the open market and shared ownership units for whom they are intended. The building management team will continue to be responsible for taking the bins from the stores to the service road to the west side of the building for collection.

Residential layouts

17. Minor changes to some of the residential layouts are proposed. This does not alter the floorspace of the respective units except in the case of affordable unit types A02 and A12 which each become 1sqm larger in size. The various changes are documented in detail in the Submission Statement but are of a minor nature. They do not affect Lifetime Homes compliance or separate kitchens in the affordable units.

Cycle parking

18. The provision of cycle parking spaces within the building has been increased from 142 spaces to 246 spaces. This is due to the use of a semi-vertical system of provision (Josta or similar) which allows for greater capacity, whilst meeting with Camden's planning guidance. The extra provision is welcomed.

Floorspace figures

19. The revised configurations will result in a minor change to the GEA floorspace figure for the building. The extent of change in the total gross floorspace (GEA) is a 3 sqm reduction from the 2013 approved floorspace total. Although the effect on the residential floorspace element is proportionately greater, being a reduction of 48sqm, this only affects the private residential and the GEA of the affordable provision remains exactly as approved in 2013.

20. The extent of floorspace change is considered to have a negligible impact on the scheme and the Kings Cross development as a whole. Nevertheless the changes have been reflected in updated floorspace information submitted in the Compliance Statement for the purposes of monitoring compliance with the outline conditions 27, 33-36 and 39, 42 and 42A:

Floorspace totals (GEA)

	Residential	Multi-storey car park	MUGA	Retail (A1-A3, A5)	Shared circulation and ancillary	Total
Proposed T1 amendments	15,982 m²	12,914 m²	942 m²	453 m²	325 m²	30,616 m²
<i>2013 T1 approval</i>	<i>16,030 m²</i>	<i>13,022 m²</i>	<i>946 m²</i>	<i>479 m²</i>	<i>142 m²</i>	<i>30,619 m²</i>

Design development of the facade

21. Further information has been included with the application relating to the intended form of stone cladding for the facades and its detailing. The facades will be organised as a system of precast concrete panels patinated in a terracotta shade. The panels are intended to be cast with reliefs that have been digitally created to effect a significant degree of intricacy and depth. The approach has been used before by the architect (Niall McLoughlin) in their Olympic Village work. All of the decorations are intended to be initially sampled from historic sources but digitally manipulated to be easily made from concrete. For example, the balcony panels will have a basketwork motif to enliven their enclosing, vessel-like quality; while the structural function of the hidden columns will

be expressed by a motif of strength based on plant growth.

22. The information submitted in this respect is just for information at this stage and the same conditions requiring samples and further details is recommended to be imposed as was attached to the 2013 reserved matters approval for building T1.

Conclusion

23. The currently proposed changes to building T1 are considered to be of a minor nature but will enable the building to proceed having regard to the health and safety requirements of the neighbouring railway operator. The submission also brings about the opportunity to further various refinements which will collectively enhance the experience of the building for its occupants and the contribution it makes to the emerging townscape of Kings Cross.

Recommendation: Grant reserved matters.