

# Compliance Report

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## Fish and Coal Offices & Eastern Wharf Road Arches

King's Cross Central General Partner Ltd

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July 2014

**King's Cross**

# Contacts

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**ARGENT**

**KING'S CROSS CENTRAL – ZONE I  
FISH & COAL OFFICES AND EASTERN WHARF  
ROAD ARCHES  
PLANNING PERMISSION 2004/2307/P- DETAILS  
PURSUANT TO PLANNING CONDITIONS,  
INCLUDING RESERVED MATTERS  
COMPLIANCE REPORT**

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**ARGENT**

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## Introduction

- 1.1 The overall King's Cross Central ('KXC') mixed use development is derived from the Outline Planning Permission 2004/2307/P of 22 December 2006 (the 'Outline Planning Permission'). The KXC scheme was subject to an Environmental Impact Assessment ('EIA') and described in the Revised Development Specification document (September 2005) with accompanying Parameter Plans<sup>1</sup>, which form part of the Permission and are referred to in the planning conditions. Part 1 of this Compliance Report provides a comprehensive overview of how the relevant pre-commencement planning conditions and Section 106 obligations are being addressed in respect of detailed proposals for the refurbishment of the unlisted Fish & Coal Offices ('FCO') and the ten most eastern (of the total of 24), Wharf Road Arches (referred to in this submission as the 'Eastern Wharf Road Arches' or 'EWRA') for office (B1) and retail (A3 and A4) uses. It also includes as Part 2, an analysis of current planning policy against separate proposals for the removal of the existing roof on Block 4<sup>2</sup> of the FCO and the construction of a new conservatory associated with the retail unit in Blocks 4 and 5. These proposals fall outside the scope of the Outline Planning Permission and are therefore subject to a separate full planning application which accompanies this submission.
- 1.2 The submission of Reserved Matters also includes new landscaping details for the Coal Drops Ramp and part of the Coal Drops Yard at canal level, and the Wharf Road Viaduct at ground floor level, as shown on the plans and drawings that accompany this submission.
- 1.3 The Reserved Matters submission area of works, and full planning application boundary are shown on the accompanying drawings 520\_PL\_002, and KXC-PLAN-PLAP-05-A-P01, respectively. These drawings are located within the drawing package, which is submitted for approval in relation to the both the submission of Reserved Matters and the Full Planning Application for works to the conservatory.
- 1.4 The King's Cross Central Limited Partnership ('KCCLP') propose to refurbish and re-use the FCO and EWRA as high quality office and retail (food and drink) space for the prospective tenant, Jamie Oliver Limited, at canal, ground, first and second floor levels, along with ancillary space to both uses. KCCLP has worked closely with Jamie Oliver Limited to deliver a new high quality office and retail scheme, incorporating a restaurant and bar. The tenant, through its design team, has played an active role during the design process resulting in a scheme that will not only secure the long term future of these heritage buildings, but also contribute to the character and vibrancy of the adjacent public realm. The proposed retail units in particular, to be operated by Jamie Oliver Limited, will enhance the existing food and drink offer at King's Cross for local residents, employees and visitors, making an important contribution to the area as a vibrant and diverse destination.
- 1.5 The FCO and the 10 easternmost EWRA fall within Development Zone I, as identified on Parameter Plan KXC 005, which together with a further 14 arches, make up the full extent of the Wharf Road Arches. The 14 further arches fall within the Reserved Matters boundary on drawing 520\_PL\_002 as works to remove the overhang and to landscape the viaduct above form a part of this

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<sup>1</sup> In some cases, substitute Parameter Plans have since been submitted and approved to incorporate minor amendments.

<sup>2</sup> The FCO was constructed as five distinct blocks, referred to in this submission as Blocks 1 to 5, with Block 1 being the easternmost element and Block 5 being at the western end of the building. For further details, please refer to the submitted Urban Design Report.

submission, but works to these westernmost 14 arches themselves are outside the scope of this submission and will come forward alongside and as part of a future scheme for the Coal Drops development. The Revised Development Specification gives the following summary description of Development Zone I in Table 2:

*The Fish and Coal Offices and Wharf Road Arches. The application proposes works to facilitate a range of specified new uses, i.e. business and employment (B1) and shopping/food and drink (A1/A2/A3/A4/A5) uses.*

- 1.6 This report acts as a 'navigation' document for the FCO and EWRA Reserved Matters submission and its relationship to the various outline planning conditions and obligations. The submission provides the Reserved Matters details referred to in the conditions and specified in the Definitions attached to the Outline Planning Permission, which cover layout, scale, appearance, access and landscaping, except as already established by the relevant Parameter Plans.
- 1.7 As stated above, this submission for approval of Reserved Matters is accompanied by a separate application for full planning permission for the removal of the existing roof structure to Block 4 of the FCO and replacement with a single storey conservatory extension to include planter and terrace. The submission includes the Reserved Matters submission and the application for full planning permission. The drawing package included with the submission contains drawings for approval for both the submission of Reserved Matters and the full application, as shown on the drawings schedule, within this document. Both submissions share the same supporting documents, as listed in section 1.33 below.

#### **Site Context and Planning History**

- 1.8 The site is located in the northern part of the KXC site, within the Regent's Canal Conservation Area. It sits just north of the Regent's Canal on Wharf Road, at the south-west corner of Granary Square and adjacent to the Grade II listed Eastern Coal Drops. To the north of the FCO on the opposite side of Granary Square is the Grade II listed Eastern Goods Yard, including the Granary Building which accommodates the University of the Arts London and the Western Transit Shed/Western Goods Office which are occupied by a variety of commercial and retail tenants.
- 1.9 To the south-west of the FCO and EWRA, on the opposite side of the canal, lies the Camley Street Natural Park ('CSNP'). Beyond the canal and Goods Way, the FCO will overlook a group of new commercial buildings forming part of Development Zone B. Building B3, directly opposite the FCO and EWRA, is now complete. This building, called 5 Pancras Square houses the new administrative headquarters for the London Borough of Camden ('LB Camden') alongside public facilities such as a new leisure centre, library and access centre. Revised details for Building B6 have recently been submitted for Reserved Matters approval (ref. 2014/4125/P), while Building B5 is currently at the pre-application stage, which, when complete, will form the backdrop to the FCO on Goods Way along with Buildings B3 and B6.
- 1.10 Save for a full planning application to install photovoltaic panels on one of the boarded windows to the south facade (ref. 2010/2882/P), the FCO and EWRA have not been subject to any applications for Reserved Matters approval, full planning permission or conservation area consent since Outline Planning Permission was granted in 2006.
- 1.11 Annex E of the Main Site Revised Development Specification defined and described the works of alteration proposed as part of the KXC outline planning application submitted in April 2004 to refurbish various retained historic buildings and structures for specified new uses. The notable features, works and refurbishment parameters set out in that document were augmented by the Initial Conservation Plan which supported Annex E, setting out the buildings' history, an assessment of their significance, and then identifying works to conserve and enhance the buildings, add to their interpretation and/or bring the buildings back into productive use. The Initial Conservation Plan also identified possible future conservation measures and interventions that may be required later as part of a detailed scheme for refurbishment. Details on how these matters have been addressed together with a detailed history of the FCO and EWRA are provided

in the accompanying Full Conservation Plan.

### **Summary of the Reserved Matters Proposals**

- 1.12 The proposed development is fully described in the separate Urban Design Report, alongside the full description of the proposal for the removal of the roof of Block 4 and the construction of the conservatory extension, which is applied for under a full separate and associated planning permission, but the essence of the proposals is summarised below.
- 1.13 The design has been developed with a thorough understanding of the Revised Development Specification and Design Guidelines attached to the Outline Planning Permission, as well as Part 8 of Annex E of the Main Site Revised Development Specification (Annex E) and Section 8 of the Initial Conservation Plan which both deal specifically with the FCO and EWRA. The proposals reflect the use and character envisaged by those documents and demonstrate a detailed understanding of the context and townscape, including adjacent listed buildings and other industrial heritage which form the setting of this part of the KXC site.
- 1.14 As noted above, the design team has worked closely alongside Jamie Oliver Limited, who will be occupying the FCO and EWRA as their head office along with two retail units, comprising a bar and restaurant. The design reflects their aspirations for a contemporary work and retail space, whilst remaining at the heart of the design is a scheme which celebrates the unique character and heritage of these two buildings and retains the flexibility to serve different office and retail users in the future.
- 1.15 The FCO are formed of a group of five blocks, referred to in this document as Blocks 1 to 5 moving east to west, each significantly varying in height and length. The design approach combines a light touch to the majority of the existing building fabric, with some carefully focused interventions which will transform the way the buildings can be re-used.
- 1.16 Whilst maintaining the strong identity of each block, the floor plates within the FCO will be opened up and made more accessible by removing some of the internal walls. In accordance with the approved 'works to facilitate future use' set out in Annex E, accessibility across all floors will also be improved by the installation of an open, double sided lift at the interface between Blocks 2 and 3 for use by office staff and visitors, and a new stair core within Block 3 for use primarily by the retail units. The latter will also offer an emergency escape route for the offices. In addition, the existing stone staircase located in Block 2 of the FCO will be refurbished and made safe.
- 1.17 The main entrance to the offices and the retail units will remain on the northern side of the buildings. For the FCO, a new office entrance will be created at the western end of Block 2 by dropping the sill to an existing window. The positioning of this entrance has been informed by the location of new lift/refurbished staircase and the intended reception area, and by its central position within the office floorplate. Other existing entrances will either be utilised as emergency escape routes or will be infilled with fixed, full length glazing to maintain the original rhythm of doorways on the ground floor façade. The main entrance to the retail unit within Blocks 4 and 5 of the FCO will use an existing opening at the eastern end of Block 4.
- 1.18 Back of house/servicing functions for both the office and retail units will be concentrated within the basement to the FCO below Blocks 1 and 2 and within the EWRA. This area will provide cycle parking facilities for the office staff, showers and WCs, storage space, kitchens, plant and a shared refuse store, accessed via a new service entrance onto the Coal Drops Ramp. The existing retaining wall and staircase to the ramp which are in a poor state of repair, will be removed and replaced with a new brick wall enclosing the service area and a new plant room. The wall will sensitively incorporate windows into the office space at canal level and horizontal brick louvres to provide ventilation to the plant room, with the brickwork matching that of the adjacent arches. A new granite and brick staircase between the ramp and the Wharf Road Viaduct will also be constructed above the service entrance.
- 1.19 The FCO has been windowless and boarded up since a fire destroyed much of the structure in the



early 1980s. The proposed scheme will see the reinstatement of timber framed, double glazed windows which reflect the style and configuration of the originals before the fire.

- 1.20 The modern roofs to Blocks 1, 2 and 3 (installed after the fire) will be removed and replaced with new supporting structures and slates to match the existing. On Blocks 4 and 5, the roofs will similarly be removed with the former replaced by the proposed conservatory, which is subject to a separate full planning application, included with this submission (see below), and the latter a new insulated floor slab and roof terrace.
- 1.21 The roofs to Blocks 1 and 2 will also feature inline and surface mounted photovoltaic panels, respectively, contributing to the improved environmental performance of the building alongside other measures such as insulated roof/floor slabs, highly efficient plant and lighting, and the new double glazed windows. Together, these measures will see an overall reduction against a notional refurbished building under Part L2B of the Building Regulations 2010, and a predicted 'Excellent' rating under BREEAM for the retail and office elements.
- 1.22 Externally, the brickwork and distinctive painted signage of the FCO and EWRA will benefit from a light clean and repairs where necessary.
- 1.23 The EWRA will see the removal of any infills to the arches overlooking the Coal Drops Yard and the modern rendering. This frontage will be refurbished to match the brickwork of adjacent arches, with grey PPC metal framed shopfronts inserted into each arch of the proposed retail unit along the northern elevation. On the southern elevation of the EWRA, the bricked up stable windows to the arches will be opened and slightly enlarged to accommodate new metal framed windows, providing light to the restaurant unit and canal level. Contrary to the suggestion in the Appendix to the Initial Conservation Plan, no new entrances are proposed within the bricked up arched windows onto the canal towpath, which reduces the impact to the fabric of the building from that suggested.
- 1.24 Within the adjacent public realm, the Coal Drops Ramp and Yard is currently an open, unobstructed space; qualities which the proposed scheme seeks to retain. Proposed works here are largely limited to improvements to the surface finishes and the staircase linking the viaduct to the ramp, alongside some amendments to levels in order to facilitate level access to the unit and the service entrance, and provide opportunities for outdoor seating.
- 1.25 In order to provide level thresholds between the EWRA retail unit and the public realm, an area in front of the seven easternmost arches will be dropped by up to approximately 400mm, to meet the western end of the Coal Drops Ramp. This lowered space is designed to be used as an external seating area to the restaurant, demarcated on the north side by a length of granite steps.
- 1.26 The overhang that runs along the length of the EWRA will be removed, from over the 10 easternmost EWRA that are subject to internal works as proposed with this submission, as well as from along the further 14 EWRA to the west. As explained in the UDR, the overhang is considered to be structurally unsound, and its removal will facilitate the proposed landscaping works.
- 1.27 The submission also includes proposals for the landscaping of the Wharf Road Viaduct and the Coal Drops Ramp/Yard. The works to and the scheme for the viaduct has been approached as two distinct but connected areas, namely the immediate frontage to the FCO and the remaining length extending west from Block 3 towards the Gasholder Park and Development Zone N for the re-erection of the Gas Holder Triplet.
- 1.28 Along the western section, the landscaping design takes the form of an 'urban garden'. Inspired by the High Line in New York and Promenade Plantee in Paris, it provides a planted route for pedestrians and cyclists, as well as space to dwell. Hedge planting will be positioned in line with bands of granite setts laid horizontally across the viaduct, separating areas of planting and paving. The arrangement of paving, planting and benches will vary along the length of the Viaduct to create a variety of open and enclosed spaces.
- 1.29 Moving south-east towards the FCO, the viaduct takes on a combined role as a pedestrian route

and spill out space for the adjacent retail unit in Blocks 4 and 5. The design evolves to feature a border on one side only, with paving next to the unit intended to accommodate an outdoor seating area for the bar. The nature of the seating and any planters required to demarcate the space will be specified by the tenant as part of its fit-out. Permanent planters and hedge planting will continue to run along the north edge of the viaduct, with moveable planters punctuating the open paved area alongside Blocks 1 to 3.

- 1.30 The eastern end of the Wharf Road Viaduct will accommodate 14 Sheffield stands (providing 28 cycle parking spaces). Ten of these spaces are provided for use by staff and customers/visitors to the office and retail units, in addition to the 6 spaces provided within the service area within the footprint of the building. The remaining 18 spaces are provided for visitors to the wider area and are not allocated to a specific building or use.

### **Summary of the Full Planning Application Proposals**

- 1.31 As noted previously, a new single storey conservatory with associated terrace and planter is proposed as part of a separate but related planning application, replacing the existing modern pitched roof on top of Block 4. As well as housing plant for the retail units, the conservatory will provide ancillary dining space associated with the bar in Blocks 4 and 5 and allow access to the existing flat roof to Block 5 which will become an accessible roof terrace. The design of the conservatory is deliberately contemporary, celebrating a new chapter in the building's life and reflecting similar successful interventions across the KXC site such as the corner infill to the West Granary Offices opposite the FCO.
- 1.32 Full height glazing will enclose the new conservatory extension on the north, south and west elevations behind a lightweight painted steel frame. The glazing will incorporate five pairs of sliding panels on the north façade, allowing diners to engage with the public realm from within the building. Full height folding doors extending across the west elevation will provide access to the Block 5 roof terrace, with smaller windows on the south elevation following the curvature of the building and the increasing height of the parapet wall to the west.
- 1.33 A grey PPC metal planter will be incorporated between the conservatory and the existing brick parapet wall on the north façade of Block 4, extending across the front of the Block 5 terrace. The steel frame of the conservatory has also been designed to support a green roof. This will be planted with an 80mm build up to the edge, raising in the centre so that it cannot be seen from the public realm.

### **Consultation**

- 1.34 Following a number of pre-application meetings with LB Camden, the scheme was taken to the King's Cross Design and Access Forum in November 2013 and the King's Cross Development Forum in February 2014. Comments from officers and members of both groups have been considered throughout the design of the scheme and taken on board where possible.

### **Content of the Submission**

- 1.35 In relation to the Reserved Matters submission, the appropriate completed London Borough of Camden application form is submitted in observance of Condition 3 of the Outline Planning Permission. The other conditions addressed by this submission are listed numerically on the application form and set out with brief summary notes below:

<u>Condition</u>	<u>Summary Note</u>
6	Details required for proposals adjacent to listed buildings
9	Details of landscaping and trees
10	Programme for implementing landscaping

- |           |  |
|-----------|--|
| 12        | Landscaping accessibility  |
| 14        | Floorspace to be applied for over prescribed time periods  |
| 16-23     | Reserved Matters to include, respectively, Urban Design Report, Environmental Sustainability Plan, Earthworks and Remediation Plan, Access Statement, Illustrative Build-Out Plan, Construction Timetable, Servicing Strategy and Highways Plan. |
| 26        | Details of Other Structures and Buildings  |
| 27        | Details of internal floorplans, layouts and floorspace figures   |
| 28        | Refuse storage and collection arrangements   |
| 31        | Development to follow approved Parameter Plans as described in the Development Specification   |
| 32        | Works to retained buildings only to be carried out in accordance with identified sections of Development Specification   |
| 33        | Overall floorspace limits  |
| 34        | Floorspace limits north/south of Regent's Canal  |
| 35        | Uses permitted in KXC and maximum floorspace for each  |
| 36        | Maximum floorspace by use in each zone   |
| 45        | Capacity of drainage infrastructure site-wide  |
| 46        | Green and Brown Roofs  |
| 49 and 51 | Car and cycle parking/storage standards respectively   |
| 55        | Archaeological programme of building recording and analysis  |
| 56        | Archaeological works   |
| 60        | Noise impact of plant and equipment to meet defined standards  |
| 64-65     | Overall movement of spoil off-site (annual volume and lorry movements respectively)  |
| 66-67     | Overall annual lorry movements for import of infrastructure and construction materials respectively.   |
- 1.36 In the Outline Planning Permission, the conditions are presented under a sequence of subject headings and sub-headings. To aid ease of use of this report, the conditions are each accompanied by those corresponding headings, as they are dealt with in turn.
- 1.37 A number of relevant conditions have already been fully discharged by previous submissions and these are not addressed within this Compliance Report. They include Conditions 1, 2, 59 and 68.
- 1.38 The first part of this Compliance Report addresses each of the relevant Outline Planning Permission conditions in turn, by providing an account of how the submission documents satisfy that condition. In some cases, for example the Illustrative Build-out Plan and the construction timetable, the relevant information is provided in this report by means of text and plans. In others, compliance is demonstrated by cross-reference to the following free-standing documents submitted with the application:
- Drawing Package by David Morley Architects and Townshend Landscape Architects (a full list of the submitted architectural and landscape drawings is provided in Section 2 of this report);

- Urban Design Report by David Morley Architects, including a response to the relevant Design Guidelines set out in the Outline Planning Permission; details of car and cycle parking; a servicing strategy; and a waste and refuse strategy;
- Full Conservation Plan, including a Method Statement for Cleaning and Repair of Existing Brickwork by BAM, by Donald Insall Associates;
- Environmental Sustainability Plan by Hoare Lea;
- Access and Inclusivity Statement by All Clear Designs Ltd;
- Earthworks and Remediation Plan by Arup;
- Written Scheme of Investigation for Building Recording by IHCM (Fish & Coal Offices)
- Written Scheme of Investigation for Building Recording by MOLA (Wharf Road Arches)
- Written Scheme of Investigation for Archaeology by MOLA

1.39 A separate application form is submitted in relation to the application for full planning permission for the proposed removal of the Block 4 roof and installation of a conservatory roof extension for retail (Class A3/A4) use, to include a planter and terrace. The drawing package includes drawings that provide architectural and other details of the conservatory. Part 2 of this Compliance Report and the submitted Access Statement and Urban Design Report relate to the proposed conservatory conservatory and are also submitted in support of this application.

1.40 In addition, the most relevant parts of the KXC Section 106 Agreement are considered in conjunction with the conditions, specifically, Sections V (Access and Inclusivity), W (Environmental Sustainability), X (Energy), Y (Construction Materials/Waste), Z (Waste) and AA (Water).

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Drawing Schedule

Drawing Title	Scale at A3	Drawing No.	Rev.	RM Submission	Conservatory Application
<b>Architectural Drawings</b>					
<b>Location/Site Plans</b>					
Location Plan	1:2500	520-PL-001	C	Y	Y
Proposed Site Plan	1:500	520-PL-002	C	Y	Y
Land Ownership Boundary, Fish and Coal Offices	1:3,500	KXC-PLAN-PLAP-05-A-P01	P01	Y	Y
<b>Existing Drawings for Approval</b>					
<b>Floorplans</b>					
Existing Ground Floor Plan	1:250	520-PL-003	E	Y	N
Existing First Floor Plan	1:250	520-PL-004	C	Y	N
Existing Second Floor Plan	1:250	520-PL-005	C	Y	N
Existing Roof Plan	1:250	520-PL-006	C	Y	Y
Existing Canal Level Plan	1:250	520-PL-007	D	Y	N
<b>Elevations</b>					
Existing North Elevation	1:250	520-PL-008	C	Y	Y
Existing South Elevation	1:250	520-PL-009	C	Y	Y
Existing East Elevation	1:250	520-PL-010	C	Y	Y
Existing West Elevation	1:250	520-PL-011	C	Y	Y
<b>Sections</b>					
Existing Long Section	1:250	520-PL-012	D	Y	Y
Existing Cross Section	1:250	520-PL-013	C	Y	Y
<b>Existing Drawings - Removal Works - for Approval</b>					
<b>Floorplans - Removal Works</b>					
Proposed Ground Floor Removal Works	1:250	520-PL-014	D	Y	N
Proposed First Floor Removal Works	1:250	520-PL-015	D	Y	N
Proposed Second Floor Removal Works	1:250	520-PL-016	D	Y	Y
Proposed Roof Removal Works	1:250	520-PL-017	C	Y	Y
Proposed Canal Level Removal Works	1:250	520-PL-018	E	Y	N
<b>Elevations - Removal Works</b>					
Proposed North Elevation Removal Works	1:250	520-PL-019	C	Y	Y
Proposed South Elevation Removal Works	1:250	520-PL-020	C	Y	Y
Proposed East Elevation Removal Works	1:250	520-PL-021	C	Y	Y
Proposed West Elevation Removal Works	1:250	520-PL-022	C	Y	Y
<b>Proposed Drawings for Approval</b>					
<b>Floorplans</b>					
Proposed Ground Floor Plan	1:250	520-PL-023	F	Y	N
Proposed First Floor Plan	1:250	520-PL-024	D	Y	Y
Proposed Second Floor Plan	1:250	520-PL-025	D	Y	Y
Proposed Roof Level Plantroom Plan	1:250	520-PL-026	E	Y	N
Proposed Roof Plan	1:250	520-PL-027	D	Y	Y
Proposed Canal Level Plan	1:250	520-PL-028	C	Y	N
<b>Elevations</b>					
Proposed North Elevation	1:250	520-PL-029	D	Y	Y
Proposed South Elevation	1:250	520-PL-030	D	Y	Y
Proposed East Elevation	1:250	520-PL-031	B	Y	Y
Proposed West Elevation	1:250	520-PL-032	C	Y	Y

<b>Sections</b>					
Proposed Long Section	1:250	520-PL-033	B	Y	Y
Proposed Cross Sections	1:250	520-PL-034	C	Y	Y
<b>Details</b>					
Eastern Wharf Road Arches Typical Shopfront Glazing Details	1:25	520-PL-035	D	Y	N
Canal Level Window Details for Eastern Wharf Road Arches	1:25	520-PL-036	B	Y	N
Proposed Windows - 1	1:20	520-PL-037	C	Y	N
Proposed Windows - 2	1:20	520-PL-038	C	Y	N
Proposed Windows - 3	1:20	520-PL-039	C	Y	N
Proposed Windows - 4	1:20	520-PL-040	B	Y	N
Proposed Windows - 5	1:20	520-PL-041	C	Y	N
Block 04 Conservatory Details	1:25 / 1:10	520-PL-042	C	N	Y
Roof Details	1:25 / 1:10	520-PL-043	A	Y	Y
<b>Landscape and Infrastructure Drawings</b>					
<b>Drawings for Approval</b>					
<b>Plans</b>					
Public Realm Planting Plan	1:500	279.14(08)3001	R04	Y	Y
Public Realm Surface Finishes & Detail Tag Plan	1:500	279.14(08)5001	R03	Y	N
Public Realm Surface Levels Plan	1:500	279.14(08)5002	R05	Y	N
<b>Sections</b>					
Public Realm Landscape Sections AA', BB' & CC'	1:200	279.14(08)7001	R08	Y	Y
Public Realm Landscape Sections DD', EE' & FF'	1:200	279.14(08)7002	R08	Y	Y
<b>Details</b>					
Detail 3.01 Tree Surround Plan	1:20	279.14(08)4301	R01	Y	N
Detail 3.02 Tree Surround Plan	1:20	279.14(08)4302	R01	Y	N
Details 1.01A & 1.01B Paving Patterns	1:10	279.14(08)6101	R02	Y	N
Details 1.02A & 1.02B Paving Patterns	1:10	279.14(08)6102	R02	Y	N
Details 1.03A & 1.03B Materials Interface Detail	1:10	279.14(08)6103	R01	Y	N
Details 1.04A & 1.04B Materials Interface Details	1:10	279.14(08)6104	R02	Y	N
Detail 1.05 Realigned Viaduct Wall & Balustrade	1:20	279.14(08)6105	R02	Y	N
Detail 1.06 Emergency Vehicular Restraint Detail	1:20	279.14(08)6106	R00	Y	N
Detail 1.07 Existing Parapet Reinforcing Detail	1:20	279.14(08)6107	R00	Y	N
Detail 2.01 Granite Sett Paving Interface with Building	1:10	279.14(08)6201	R02	Y	N
Detail 4.01 Granite Steps Detail	1:10	279.14(08)6401	R02	Y	N
Detail 4.02 Seating Step Detail	1:10	279.14(08)6402	R01	Y	N
Detail 4.03 Timber Bench Detail	1:25	279.14(08)6403	R01	Y	N
Detail 4.04 Cycle Stand Interface with Reclaimed Granite Stone Setts	1:10	279.14(08)6404	R01	Y	N
Detail 4.05 Bespoke Bench Detail	1:50	279.14(08)6405	R01	Y	N
<b>Drawings for Information</b>					
Retail External Seating Areas	1:400	279.14(03)5005	R04	Y	N

## PART 1

RESPONSE TO CONDITIONS ATTACHED TO THE KING'S CROSS  
CENTRAL OUTLINE PLANNING PERMISSION 2004/2307/P



## 3

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### Condition 6 (Particulars to Accompany Reserved Matters Applications – Details Required for Proposals Adjacent to Listed Buildings)

#### 3.1 The condition and its reason state:

"In relation to the buildings adjacent to or affecting the setting of listed buildings the *Reserved Matters applications shall be supported by the following details:*

(a) precise siting of the building where limits of deviation are shown on the *Parameter Plans;*

(b) *all access arrangements;*

(c) *all elevations within the adjacent to or affecting the listed building;*

(d) *roof treatments;*

(e) *external drainage;*

(f) *all external plant and other equipment;*

(g) *all infrastructure works associated with the building;*

(h) *all public realm works associated with the building; and*

(i) information that demonstrates how the proposed design and appearance relates in an acceptable manner to all previous Reserved Matters approvals within such buildings (or where development has commenced pursuant to such approvals, the building so commenced) adjacent to or affecting the setting of the listing building.

Reason: In order to safeguard the special architectural and historic interest of the building and to ensure that the details accord with the assessment in the Environmental Impact Assessment and in accordance with the requirements of policies KC1 1, B1 and B6 of the London Borough of Camden Replacement Unitary Development Plan 2006."

#### **Response to Condition 6**

3.2 Although neither the FCO or EWRA are listed buildings, Condition 6 applies to this submission by virtue of their proximity to other listed buildings, namely the Grade II listed Eastern Coal Drops to the north and similarly the Grade II listed Buildings within the Eastern Goods Yard to the north-east.

3.3 To a major extent, the Outline planning Permission addressed the requirement for regard to be paid to the setting of the Listed Buildings through the terms of the approved Revised Development Specification and Parameter Plans. In designing the scheme, which comprises the refurbishment of an existing building, the relevant Parameter Plans have been complied with (see Section 19 in response to Condition 31) and in those broad respects, the setting of the Listed Buildings are preserved. This is confirmed by the letter from English Heritage dated 28 November 2005 to LB Camden which states that the body is "*satisfied that the outline application as subsequently amended would not harm the setting of nearby listed buildings or the character and appearance of the two conservation areas.*"

3.4 The Urban Design Report, Access and Inclusivity Statement and the compilation of the submitted scheme plans, elevations, sections, and landscaping plans together provide the details of the relevant matters listed in Condition 6 in relation to the building design and public realm. The explanatory information in the submitted Urban Design Report and Full Conservation Plan demonstrates how the submitted details, including the proposed new conservatory, have taken

into account the special architectural and historic interest of the FCO, EWRA and adjacent Listed Buildings.

- 3.5 In relation to part (i) of the condition, the only Reserved Matters details which have been brought forward in the vicinity of the FCO/EWRA relate to the Eastern Goods Yard, comprising the Grade II listed Granary Building, Western Transit Shed and West Handyside Canopy (ref. 2007/5228/P), and more recently Regeneration House (ref. 2012/4937/P) and the East Handyside Canopy/Midland Goods Shed (ref. 2014/1433/P and Listed Building Consent ref: 2014/1436/L). Construction is complete on both the Eastern Goods Yard and Regeneration House, and both are now occupied. The Midland Goods Shed and East Handyside Canopy was granted approval on [13 June 2014] with construction work due to commence imminently. Although not in the immediate vicinity of the FCO and EWRA, the proposed scheme sits in the context of these buildings in wider views, particularly from the south-west across the Regent's Canal. Information to demonstrate how the proposed design and appearance relates in an acceptable manner to these approved schemes is provided in the submitted Urban Design Report.
- 3.6 In addition, this Reserved Matters submission is also accompanied by a separate application for full planning permission in relation to the proposed conservatory on Block 4 of the FCO. The relationship of this new structure with the existing building and adjacent listed buildings is considered in the submitted Urban Design Report and in the context of relevant planning policy in Part 2.0 of this report.
- 3.7 The details referred to above meet the requirements of Condition 6.

## 4

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### Condition 9 (Particulars to Accompany Reserved Matters Applications - Landscaping and Trees)

#### 4.1 The condition and its reason state:

*"The details of the landscaping to be submitted as part of the applications for Reserved Matters approval shall include details of:*

- (a) *all existing trees (with a stem diameter of 75mm or greater), and all existing within 10 metres of the perimeter of that part of the Development indicating;*
  - i. *the location, species, stem diameter at 1.5 metres above ground level, height and accurate crown spread;*
  - ii. *those to be retained;*
  - iii. *where nearby excavations are proposed, the level at the base of each tree to be retained;*
  - iv. *trees to be removed in conjunction with that part of the proposed development; and*
  - v. *where appropriate the proposed positions and lines of protective fencing and prohibited areas.*
- (b) *details of the design of building foundations and the layout, with dimensions and levels, of service trenches and other excavations on site in so far as these items will affect trees on and adjoining that part of the site;*
- (c) *treatment of trees to be retained and new tree or other planting including indigenous species or those of wildlife, flowering or foliage value; earthworks, ground finishes, top soiling with both conserved and imported top soils, levels, drainage including falls and drain types;*
- (d) *proposed canal moorings; and*
- (e) *the equipment and other treatment of land within the MUGA and LEAP spaces.*

*And all works shall only be carried out with the details so approved.*

*Reason: To ensure a comprehensive and sustainable development, to ensure good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of Conservation Areas, to ensure a minimal impact on existing trees, to contribute to biodiversity, and to ensure that the details accord with the assessment in the Environmental Impact Assessment, in accordance with policies B1, B2, N4, N8, KC8, KC10, RC1 and RC3 of the London Borough of Camden Replacement Unitary Development Plan 2006."*

#### **Response to Condition 9**

- 4.2 There are no existing trees on or adjacent to the Reserved Matters submission boundary. Therefore only part (c) of Condition 9 is relevant to this submission in so far as it relates to the proposed planting on the roofs of Blocks 4 and 5 and the landscaping proposals for the adjacent areas of public realm along the Wharf Road Viaduct and in front of the EWRA in the Coal Drops Yard. The information required is provided in the appropriate parts of the Urban Design Report and on the Townshend Landscape Architects plans and sections included in the submitted drawing package. Full detail in respect of the planting information and species selection is included for approval in a separate planting pack that accompanies this submission.
- 4.3 In terms of the public realm areas at street level, the proposals are demonstrated on the relevant

plans and drawings as follows:

- The overall landscape masterplan (TOWN 279.14(08)5001) shows the proposed surface finishes and the positions of the new tree/shrub planting and street furniture. It also provides a key for other drawings showing the further details listed below;
- Proposed planting plan (TOWN279.14(08)3001);
- Site levels and drainage (TOWN279.14(08)5002);
- Cross-sections (TOWN279.14(08)7001; 7002); and
- Details indicating materials, heights and construction of footways; paving patterns; shrub planting methods and planters; methods of installing cycle parking in paving; and steps (279.14(08)4301; 279.14(08)4302; 279.14(08)6101; 279.14(08)6102; 279.14(08)6103; 279.14(08)6104; 279.14(08)6105; 279.14(08)6106; 279.14(08)6107; 279.14(08)6201; 279.14(08)6401; 279.14(08)6402; 279.14(08)6403; 279.14(08)6404; 279.14(08)6405).

4.4 The landscaping information given above and in the Urban Design Report, together with the details shown on the submitted plans and drawings, and included within the planting pack are provided to demonstrate compliance with Condition 9.

## 5

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### Condition 10 (Particulars to Accompany Reserved Matters Applications – Landscaping Programme)

5.1 The condition and its reason state:

*“Applications for approval of Reserved Matters including landscaping shall include for specific approval a programme for commencing and completing the planting and laying out, and the detailed scheme(s) so approved shall be carried out only in accordance with the approved programme.*

*Reason: To ensure a comprehensive and sustainable development, to ensure good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas, and to ensure that the landscaping is carried out within a reasonable period in accordance with the Environmental Impact Assessment, in accordance with policies B1, B2, KCB, KC10 and N4 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

#### **Response to Condition 10**

5.2 The programme for commencing and completing the planting is outlined below.

- The preferred planting season is from late October through to late March to ensure that shrubs are dormant when being lifted. Planting will not take place if the ground is either waterlogged, or when there is frost. The proposed planting will take place in the first available planting season following physical completion of the public realm area. The planting programme will, therefore, ultimately be controlled by the overall construction programme (see response to Condition 21).
- If planting needs to take place outside of the preferred planting season, the shrub will be lifted and containerised within the planting season to reduce the possibility of shock and failure occurring. Once the shrub has been stabilised in its containerised state, it can then be planted outside the preferred planting season. The contractor appointed by the applicant will be required to maintain the shrub while off-site and give the same guarantee as if planting in season.
- If roots of newly planted shrubs are loosened, the soil will be refirmed as soon as possible after planting to exclude air pockets around the roots. Also weeds will be eliminated.

5.3 These details are to show compliance with Condition 10 and are submitted for approval.

## 6

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### Condition 12 (Development to be Carried Out in Accordance with Permission – Accessibility)

6.1 The condition and its reason state:

*“Where steps are to be constructed within the landscaping to change level, gentle inclines and ramps (at a gradient of 1 in 20 or less) and/or lifts shall also be incorporated, to provide an equally commodious alternative for all members of the public.*

*Reason: To ensure that the development provides good access for all in accordance with policies SD1, B1, B2, KC6 and T3 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

#### **Response to Condition 12**

6.2 Steps are proposed within the landscaping in the following locations:

- Between the Wharf Road Viaduct and the Coal Drops Ramp (these stairs replace an existing set of steps which are in a poor state of repair and no longer meet current Building Regulations);
- Steps leading up to the external seating area to the north of Block 1; and
- Along the length of the lowered seating area adjacent to the EWRA

The location of these steps are illustrated on the Site Levels Plan (TOWN 279.14(08)5002). Step details and sections are shown on drawings TOWN 279 279.14(08)6401 and 279.14(08)6402.

6.3 As shown on the submitted drawings and further explained in the Access and Inclusivity Statement, the main routes to the FCO/EWRA entrances and the public realm do not require the use of any steps. The Coal Drops Ramp provides the primary access to the EWRA and Coal Drops Yard, with a 1:60 gradient. Within the Coal Drops Yard, the lower level seating area alongside the entrance(s) to the EWRA can be accessed also from the western end via an equally commodious slope from the western end of the arches.

6.4 The Wharf Road Viaduct, and indeed the entrances to the FCO, will be accessed using a series of three ramps leading from the top of the Coal Drops Ramp in the east. These slopes are all graded at 1:20 or less, providing a continuous ramped route between the viaduct and the Coal Drops Yard.

6.5 The submitted details demonstrate that the requirements of Condition 12 are met in respect of the proposed landscape scheme.

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## Condition 14 (Particulars to Accompany Reserved Matters Applications – Phasing of Approvals)

### 7.1 The condition and its reason state:

*"Unless otherwise agreed in writing by the local planning authority and subject to condition 13, applications for approval of Reserved Matters and/or details pursuant to conditions in compliance with this permission shall be made to the local planning authority in accordance with the following provisions:*

*(a) Application for approval of the Reserved Matters and/or details pursuant to conditions relating to not less than 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of three years from the date of this permission;*

*(b) Application for approval of the Reserved Matters and/or details pursuant to conditions relating to not less than a further 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of six years from the date of this permission, bringing the total building space for which Reserved Matters applications have been submitted to not less than 140,000 sq m gross of built accommodation;*

*(c) Application for approval of the Reserved Matters and/or details pursuant to conditions relating to not less than a further 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of nine years from the date of this permission, bringing the total building space for which Reserved Matters applications have been submitted to not less than 210,000 sq m gross of built accommodation;*

*(d) Application for approval of the Reserved Matters and/or details pursuant to conditions relating to not less than a further 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of twelve years from the date of this permission, bringing the total building space for which Reserved Matters applications have been submitted to not less than 280,000 sq m gross of built accommodation;*

*(e) Application for approval of the Reserved Matters and or details pursuant to conditions relating to not less than a further 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of fifteen years from the date of this permission, bringing the total building space for which Reserved Matters applications have been submitted to not less than 350,000 sq m gross external area of built accommodation; and*

*(f) Application for approval of the Reserved Matters and/or details pursuant to conditions relating to not less than a further 70,000 sq metres gross external area of built accommodation shall be made to the local planning authority before the expiration of eighteen years from the date of this permission, bringing the total building space for which Reserved Matters applications have been submitted to not less than 420,000 sq m gross external area of built accommodation.*

*Provided that reapplications or variations in relation to the same built accommodation which has already been the subject of previous applications for and approvals of Reserved Matters shall not count towards compliance with the phasing of the submissions as set out in (a) to (f) above.*

*Reason: To ensure a comprehensive and sustainable development to achieve regeneration, integration and good design, in accordance with the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, KC1 and SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006."*

#### **Response to Condition 14**

- 7.2 Since Outline Planning Permission was granted in December 2006, applications have been made for approval of Reserved Matters and details pursuant to conditions involving built accommodation on the Eastern Goods Yard site, the Great Northern Hotel, Regeneration House, the German Gymnasium, the Midland Goods Shed/East Handyside Canopy, Zone A and within plots T5, P1, R2, R4, R5 (North), R5 (south), J, T1, B1, B2, B3, B4, B6 and E1. In addition, Full Planning Permission has been granted for student housing on Plot T6. The quantities of floorspace, as gross external area (GEA), are set out in Table 7.1 below.
- 7.3 As the figures in Table 7.1 demonstrate, the requirements in Condition 14 for 70,000m<sup>2</sup>, 140,000m<sup>2</sup>, 210,000m<sup>2</sup>, 280,000m<sup>2</sup>, 350,000m<sup>2</sup> and 420,000m<sup>2</sup> of floorspace to be applied for before the expiry of, respectively, three, six, nine, twelve, fifteen and eighteen years from the grant of Outline Planning Permission have now (more than) been fulfilled.
- 7.4 The breakdown of the total floorspace figure (2,405m<sup>2</sup> GEA) for the FCO and EWRA is set out in the responses to Conditions 27 and 35. This figure excludes the proposed conservatory roof extension (82m<sup>2</sup> GEA) which is subject to a separate full planning application and, in accordance with the footnotes to Table 1 and Annex B of the Outline Planning Permission, various infrastructure and utility elements (including waste storage and recycling facilities and cycle parking) are excluded from the total figure.
- 7.5 The information provided enables the Local Planning Authority ('LPA') to monitor the position relative to the condition and does not require approval.



Site	Application Reference No.	Approval Date	Floorspace m <sup>2</sup>
Eastern Goods Yard	2007/5228/P	8 April 2008	55,190
Building R2	2008/5052/P	22 January 2009	48,522
<b>Sub-total (70,000 m<sup>2</sup> by Dec 2009)</b>			<b>103,712</b>
Building R4	2010/0389/P	15 April 2010	11,761
Building B2	2010/0864/P	30 April 2010	7,098
Building B4	2010/0868/P	30 April 2010	16,824
Building B6	2010/0870/P	30 April 2010	20,853
<b>Sub-total (140,000 m<sup>2</sup> by Dec 2012)</b>			<b>160,248</b>
Great Northern Hotel	2010/3304/P 2011/0049/P	3 September 2010 14 March 2011	4,548 <sup>1</sup>
Building T6	2010/4468/P	11 January 2011	16,292 <sup>2</sup>
Building J	2010/6688/P	11 March 2011	16,265
Building R5 North	2011/0431/P 2011/4263/P	8 April 2011 10 October 2011	14,214 <sup>3</sup>
<b>Sub-total (210,000 m<sup>2</sup> by Dec 2015)</b>			<b>211,567</b>
Building B3	2011/4090/P 2012/6537/P	4 November 2011 21 January 2013	20,382 <sup>4</sup>
Building B1	2011/4713/P	25 November 2011	43,097
Eastern Goods Yard Minor Amendments	2011/6440/P	10 February 2012	180
Building B2 Minor Amendments	2012/0902/P	1 May 2012	78
Building B4 Minor Amendments	2012/0907/P	17 April 2012	247
Building E1	2012/4147/P	23 October 2012	4,015
Building P1	2012/4741/P	7 December 2012	29,619
<b>Sub-total (280,000 m<sup>2</sup> by Dec 2018)</b>			<b>309,185</b>
Regeneration House	2012/4937/P	12 November 2012	1,002
Building T1	2013/0405/P	22 March 2013	30,619
Building R5 (South)	2013/1573/P	7 June 2013	8,376
Building T5	2013/2481/P	5 July 2013	8,964
<b>Sub-total (350,000 m<sup>2</sup> by Dec 2021)</b>			<b>358,146</b>
Zone A	2013/4001/P	17 September 2013	85,837
<b>Sub-total (420,000 m<sup>2</sup> by Dec 2024)</b>			<b>443,983</b>
Building P1 Minor Amendments	2014/0691/P	18 <sup>th</sup> March 2014	-19
Midlands Good Shed and East Handyside Canopy	2014/1433/P	13 <sup>th</sup> June 2014	7,223
German Gymnasium (Zone D)	2014/1455/P	12 May 2014	1,225
Pavilion G1 Minor Amendments to Eastern Goods Yard	2014/2247/P	12 May 2014	-46
Building B1 Minor Amendments	Awaited	Not yet Determined	-17
<i>Building B6 Revised Reserved Matters</i>	2014/4125/P	Not yet determined	-256
<i>Building T1 Minor Amendments</i>	2014/4605/P	Not Yet Determined	-3
<b><i>Fish and Coal Building/ Eastern Wharf Road Arches</i></b>	<i>This submission</i>	<i>Not yet determined</i>	<b>2,405<sup>5</sup></b>
<b>Total floorspace submitted to date</b>			<b>454,495</b>

*Table 7.1: Floorspace submitted to date (gross external area in m<sup>2</sup>)*

Notes:

1: This figure includes the additional 20m<sup>2</sup> resulting from the minor amendments to the approved Great Northern Hotel scheme, ref. 2011/0049/P.

2: This figure represents the floorspace below the outline parameter height of 67m AOD as per the Section 106 Agreement dated 11 January 2011

3: This figure includes the reduction of 23m<sup>2</sup> resulting from the minor amendments to the approved R5 North scheme, ref. 2011/4263/P

4: This figure includes the reduction of 22m<sup>2</sup> resulting from the minor amendments to the approved B3 scheme, ref. 2012/6537/P

5: This figure excludes the 82m<sup>2</sup> GEA relating to the conservatory extension. Approval for this structure and floorspace, which was not envisaged as part of the Outline Planning Permission, is sought separately through an application for full planning permission, submitted in parallel to this Reserved Matters submission.

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## Condition 16 (Particulars to Accompany Reserved Matters Applications – Urban Design Report)

### 8.1 The condition and its reason state:

*“Relevant applications for approval of Reserved Matters submitted pursuant to this permission relating to the design of new buildings and to the landscaping of the public realm shall be accompanied by an urban design report which explains the underlying approach of the design and explains how it addresses each of the relevant Design Guidelines.*

*Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, including protection of the setting of listed buildings and the preservation or enhancement of the character or appearance of conservation areas in accordance with the Environmental Impact Assessment, in accordance with policies B1, B2, B6, B7 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 16**

- 8.2 Condition 16 requires the submission of an Urban Design Report ('UDR') for all new buildings and landscaping of the public realm. Notwithstanding that this submission primarily relates to the refurbishment of existing buildings and structures, a UDR has been produced in order to demonstrate the underlying approach to the design and how the relevant Design Guidelines in the Outline Planning Permission have been applied.
- 8.3 The UDR also describes the design of the proposed conservatory extension, constituting the Design Statement for the purposes of the full planning application (an Access Statement is provided separately – see Section 11).
- 8.4 The scope of the submitted UDR also includes the servicing, waste and refuse strategy for the buildings; describes the proposed landscaping for the Wharf Road Viaduct and Coal Drops Yard/Ramp; and provides details of the cycle and car parking within the scheme.
- 8.5 The information referred to above meets the requirements of Condition 16.

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## Condition 17 (Particulars to Accompany Reserved Matters Applications – Environmental Sustainability Plan)

### 9.1 The condition and its reason state:

*“Relevant applications (or groups of related applications) for approval of Reserved Matters in respect of buildings shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall explain:*

- (a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;*
- (b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;*
- (c) the specification for any green and/or brown roofs;*
- (d) how energy shall be supplied to the building(s), highlighting;*
- (i) how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power;*
- (ii) how the building(s) relate(s) to the strategy for using biofuel boilers to supplement the energy supplied through district heating systems;*
- (iii) the assessment of the cost-effectiveness and reliability of the supply chain for biofuels; and*
- (iv) any other measures to incorporate renewables.*
- (e) how the proposed building(s) have been designed to achieve a BREEAM and/or Ecohomes rating of "very good" (or an equivalent assessment method and rating) or better; and*
- (f) the incorporation of bird boxes, bat roosts and other wildlife features on buildings.*

*Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies SKC1, KC8, B1, N7, and SD9 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 17**

9.2 The submission includes a separate Environmental Sustainability Plan ('ESP') which addresses each of the factors listed in Condition 17 and, notwithstanding that the proposals comprise the refurbishment of existing buildings, demonstrates that the proposed development achieves high standards of sustainability. Both the retail and office elements of the development are on track to achieve a BREEAM rating of 'Excellent'.

9.3 The ESP also provides information to:

- satisfy conditions 45 and 48 concerning drainage and connection to the district heating/combined heat and power systems; and

- show how the FCO/EWRA respond to the obligations set out in Sections Y (Construction Materials and Waste), Z (Waste) and AA (Water) of the Section 106 Agreement. These sections deal, generally, with environmental sustainability and observance of the site-wide environmental Sustainability Strategy and Energy Assessment and, specifically, with energy reduction, construction materials and waste, operational waste, water efficiency and sustainable drainage.

9.4 The ESP is provided to meet the requirements of Condition 17 and is submitted for approval.

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## Condition 18 (Particulars to Accompany Reserved Matters Applications – Earthworks and Remediation)

### 10.1 The condition and reason state:

*“Relevant applications (or groups of related applications) for approval of Reserved Matters shall be accompanied by an Earthworks and Remediation Plan to deliver appropriate site levels and ground conditions for that part of the development and demonstrate compliance with conditions 64 and 65. All works shall be carried out in accordance with the Earthworks and Remediation Plan as approved.*

*Reason: To ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies SD1 and SD10 the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Condition 18

10.2 The information to satisfy Condition 18 is included in the separate Earthworks and Remediation Plan (ERP), which forms part of this submission. The ERP covers achieving appropriate site levels and ground conditions, taken to include contamination matters. It also identifies net quantities of spoil needing to be removed from Development Zone I and the adjacent public realm as a result of the earthworks strategy described in the ERP. The latter information feeds into the assessment in this Compliance Report in relation to Conditions 64 and 65 concerning how the implementation of the development in conjunction with other approved development will not exceed the criteria in the conditions concerning the annual amount of spoil that will be removed from the site, both in terms of volume and the numbers of lorry movements.

### 10.3 The submitted ERP establishes that:

With regard to site levels, the Wharf Road Viaduct will remain broadly the same as existing, however in order to create level thresholds at each of the proposed entrance doors to the FCO, the external level of the Wharf Road Viaduct will be raised from existing levels in localised areas. To the north of Block 1, a small raised area will be created at a level of +24.94m above Ordnance Datum (AOD), raised 240mm from the existing level of approximately +24.70m. Levels at Block 2 will be raised 15mm from +24.890m to 24.905m.

A consistent level of +25.77m will be established along the frontage of Blocks 4 and 5 of the FCO, rising by 200mm at Block 4 from +25.57m and by 10mm at the eastern end of Block 5 from +25.76m. Levels along the Coal Drops Ramp/Yard will change slightly to ensure appropriate gradients for pedestrian/cycle access down the ramp.

In order to provide level thresholds into the canal level retail unit, a dropped area will be created along the north elevation of the EWRA by reducing levels by up to 350mm from the adjacent area. At the eastern end, to the north of Arch 4, the FFL will reduce from +21.685m on the Coal Drops Ramp to +21.350m. The reduction will be less further west as the existing floor level rises, maintaining a FFL of +21.350mAOD along the length of the arches. This level is consistent with the internal floor levels within the arches.

With regard to ground conditions, the ERP shows that below the immediate surface level of made ground, the site is underlain by London Clay. Historic mapping and survey data show that the site uses were mostly administrative, office and stores/stables and that the rail use was very minor. It is unlikely that any significant spills or maintenance took place on the thin strips of rail crossing the site, and the potential for significant contamination based on the on-site historical uses is low. Site specific investigation has been undertaken in the area, comprising the excavation of 21 trial

pits, and chemical analysis of the Made Ground. Generally, most of the results were recorded at below the detection limit. Generally, the ERP concludes that the potential for significant and widespread contamination on the site is considered to be very low, based on its historical uses, observations of ground conditions on and near to the site during recent ground investigations and the chemical data available. During the construction phase, mitigation measures to minimise risk of harm to human health and risk of pollution of controlled waters will be implemented as detailed in the ES (paragraph 16.6.10) and the CoCP.

Additionally, some further investigation would be undertaken during construction works in these areas to confirm the ground conditions, inform construction works and allow waste classification prior to development. Depending on the soil profile and depth of Made Ground some ground gas monitoring maybe undertaken between the proposed building and off-site sources (based on the conceptual model within the submitted ERP).

- 10.4 Having regard to these factors, it is clear from the ERP that satisfactory site levels and ground conditions would be delivered for the proposed development, as specified by Condition 18.
- 10.5 The ERP estimates that the refurbishment of the FCO and EWRA, along with the associated landscaping would give rise to excavation works, as follows:
- excavation of up to 350mm on the Coal Drops Ramp/Yard in a defined area to the north of Arches 4 to 10 of the EWRA to form a dropped seating area; excavation for a new plant space at canal level to the north of Block 2 of the FCO;
  - excavations for new ground bearing slabs throughout Blocks 1 and 2 of the FCO and EWRA at canal level, amending the finished floor levels (FFL) inside the arches/ FCO basement by between a reduction of 470mm and increase of 50mm. Consequently the formation levels are approximately 1000mm and 500mm below the existing floor levels. Additional excavations are required locally for the new lift pits and a service trench, which runs east to west throughout Arches 1 to 9; and
  - excavations for new concrete strip footings to the areas of new structures at canal level, namely beneath walls and external steps within the area to the north of Arches 2 and 3 and below thresholds at the entrance of the arches
- 10.6 The bulk of the excavated material would be London Clay and Made Ground. This information is used later in this Compliance Report to address Conditions 64 and 65 on overall lorry movements carrying spoil from the KXC development site.
- 10.6 The ERP is provided to meet the requirements of Condition 18 and is submitted for approval.

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## Condition 19 (Particulars to Accompany Reserved Matters Application - Access Statement)

### 11.1 The condition and its reason state:

*“Relevant applications for approval of Reserved Matters pursuant to this permission shall be accompanied by an access statement. Each access statement shall:*

- (a) address the relevant design principles set out in the Access and Inclusivity Strategy dated September 2005;*
- (b) highlight any areas where technical or other constraints have prevented or constrained the application of these design principles; and*
- (c) include a project programme for that building or phase, to identify the key stages at which important decisions affecting inclusivity and accessibility will be made.*

*Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies SD1, B1, B2, T3, KC6, KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 19**

- 11.2 A separate Access and Inclusivity Statement forms part of this submission. This fulfills the requirements of Condition 19, including how the principles set out in the site-wide Access and Inclusivity Strategy have been applied to the refurbishment of the FCO, EWRA and associated public realm. It also constitutes the Access Statement for the purposes of the full planning application relating to the proposed new conservatory on the roof of Block 4.
- 11.3 In accordance with Section V of the Section 106 Agreement, the evolution of the FCO and EWRA refurbishment and the preparation of the Access Strategy have been guided by the applicant’s designated Inclusive Design Champion, James Holmes-Siedle of All Clear Designs Ltd. The Champion body has extensive experience of the King’s Cross Central development, from its inception through to the Reserved Matters submissions/full planning applications made and approved to date.
- 11.4 The Access and Inclusivity Statement is provided to meet the requirements of Condition 19 and is submitted for approval.



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## Condition 20 (Particulars to Accompany Reserved Matters Applications – Illustrative Build-out Plan)

### 12.1 The condition and its reason state:

*“Relevant applications for approval of Reserved Matters shall be accompanied by an illustrative build out plan showing:*

- (a) the disposition of any buildings for which approval has been given and the take-up through those approvals of the land uses permitted by this planning permission;*
- (b) the disposition of any buildings for which approval of Reserved Matters is sought and how the approved uses are to be incorporated in these buildings;*
- (c) how the Development Zones within which buildings for which approval has been given under (a) and those for which approval has been sought under (b) above, may be built out and completed in conformity with this planning permission;*
- (d) development zones (or part thereof) for which buildings have yet to come forward for approval of Reserved Matters;*
- (e) the status of each area of Principal Public Realm, the phasing of development and its date of adoption or target date of adoption (where appropriate);*
- (f) demonstrate ongoing provision of green and brown roofs in accordance with condition 46; and*
- (g) the relationship between the buildings/development referred to in (a), (b), (c), (d) and (e) above.*

*Reason: To ensure a comprehensive and sustainable development and to achieve regeneration, integration and good design in accordance the Environmental Impact Assessment, in accordance with policies S1, S2, 53, SKC1 and KC8, of the London Borough of Camden Replacement Unitary Development Plan 2006.”*


### **Response to Condition 20**


- 12.2 An Illustrative Build-out Plan addressing the sub-sections of the condition is presented at the end of this section to show how the FCO and EWRA relate to the wider KXC development.
- 12.3 In respect of 20(a) above, the plan shows the buildings for which approval has already been given, coloured in red. Completed/occupied buildings are shown in purple.
- 12.4 With regard to 20(b), the plan shows the buildings for which Reserved Matters approval is now sought, i.e. the F&C and EWRA, coloured in green. The way in which the approved uses are to be incorporated in the buildings is covered in more detail by the information presented in this Compliance Report in connection with Condition 27.
- 12.5 As required by 20(c), the plan shows how the buildings already permitted and those subject to a current Reserved Matters submission would be built-out in accordance with the Outline Planning Permission.
- 12.6 The buildings for which Reserved Matters are yet to come forward are shown on the plan coloured yellow, as required by 20(d).
- 12.7 In relation to clause 20(e), it is anticipated that the public realm included within this Reserved Matters submission, namely the Wharf Road Viaduct, Coal Drops Ramp and part of the Coal Drops


Yard, will be delivered alongside the works to the refurbishment of the FCO and EWRA. Granary Square to the north-east of the site and Stable Street to the north are already complete and open to the public. The latter will provide vehicular/service access to the FCO/EWRA via York Way and Handyside Street. King's Boulevard to the south of the Regent's Canal provides a key pedestrian route to the northern part of the KXC site, connecting Goods Way and Granary Square to King's Cross/St. Pancras Stations and other parts of the city. This route is already partly completed with temporary surfaces for pedestrian use. The majority of the western footpath is expected to open with final finishes in summer 2014, triggered by completion of Buildings B2 and B4, with the remainder due to be brought forward alongside the Zone A development.


- 12.8 With regard to 20(f), the plan indicates the ongoing provision of green/brown roofs across the site as a whole. Areas of green/brown roofs are already or will be provided on several buildings; and a green wall has been installed on the perimeter wall of the Gas Governor in Development Zone V. A green roof is proposed on the new conservatory extension of the FCO. Further details are provided in the ESP and UDR.
- 12.9 The Illustrative Build-out Plan, together with the above points, demonstrates the relationships between the different components and phases of the KXC development, as required by 20(g).
- 12.10 The details thus provided are submitted to meet the requirements of Condition 20.





 Development zones for which buildings have yet to come forward for approval

 Subject to a current Reserved Matters submission

 Buildings for which approval has been given



 Buildings brought forward with this submission

 Completed Buildings

## 13

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### Condition 21 (Particulars to Accompany Reserved Matters Applications – Construction Timetable)

13.1 The condition and its reason state:

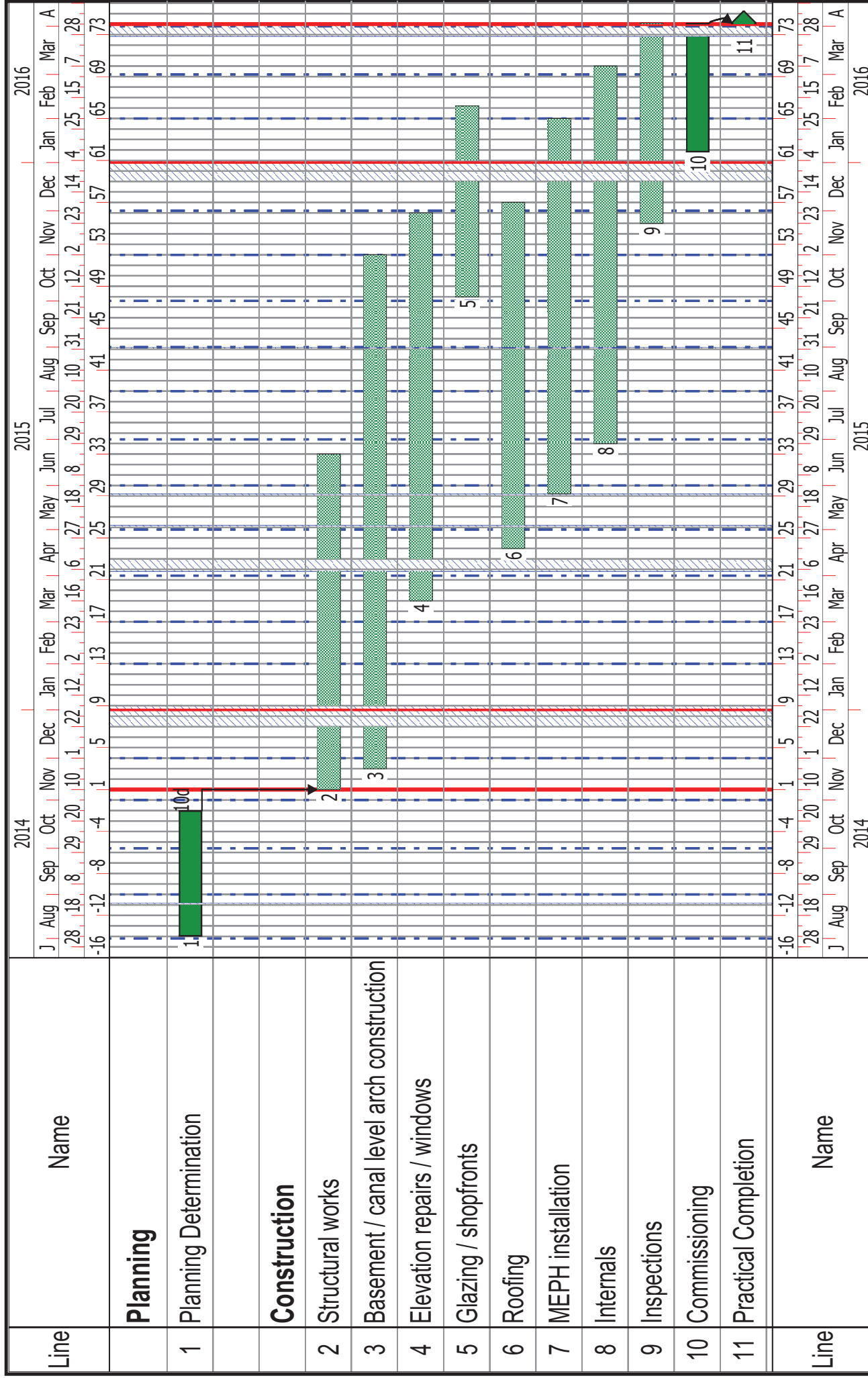
*“Relevant applications for approval of Reserved Matters shall be accompanied by details of:*

- (a) the construction timetable for those developments for which approval is sought;*
- (b) how that construction timetable relates to the overall sequence of the development and its division into a number of major phases; and*
- (c) demonstrates compliance with conditions 66 and 67.*

*Reason: To ensure a comprehensive and sustainable development, to protect amenities and ensure safe access in accordance the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1 and KC6 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

#### **Response to Condition 21**

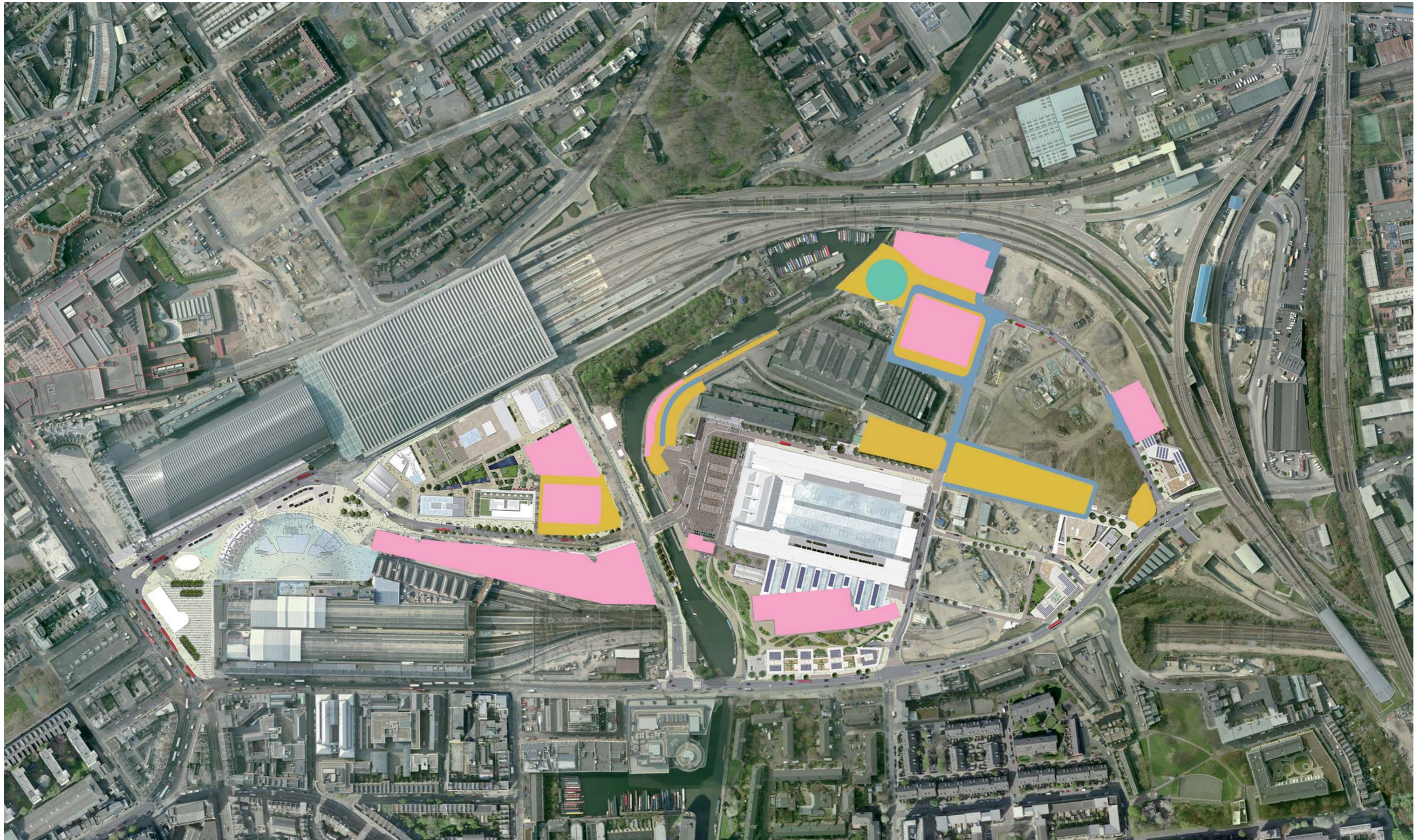
- 13.2 A diagram showing the anticipated construction timetable for the FCO and EWRA is provided after this section. Thereafter, a series of four plans show the current proposal within the anticipated sequence of implementation of the KXC development as a whole.
- 13.3 The phasing of the refurbishment of the FCO/EWRA and associate public realm works will drive the timing of the import of infrastructure and construction materials to the site. This aspect is dealt with more directly in the section of this Compliance Report, concerning Conditions 66 and 67.
- 13.4 These details are provided to meet the requirements of Condition 21.









Programme no: HLN217/FC/MCP/01 Date: 03/12/2013  
 Revision: E Revision date: 06/08/2014  
 Prepared by: NW Checked by: EH  
 Status:

**Kings Cross Central**  
**Fish and Coal Master Construction Programme**

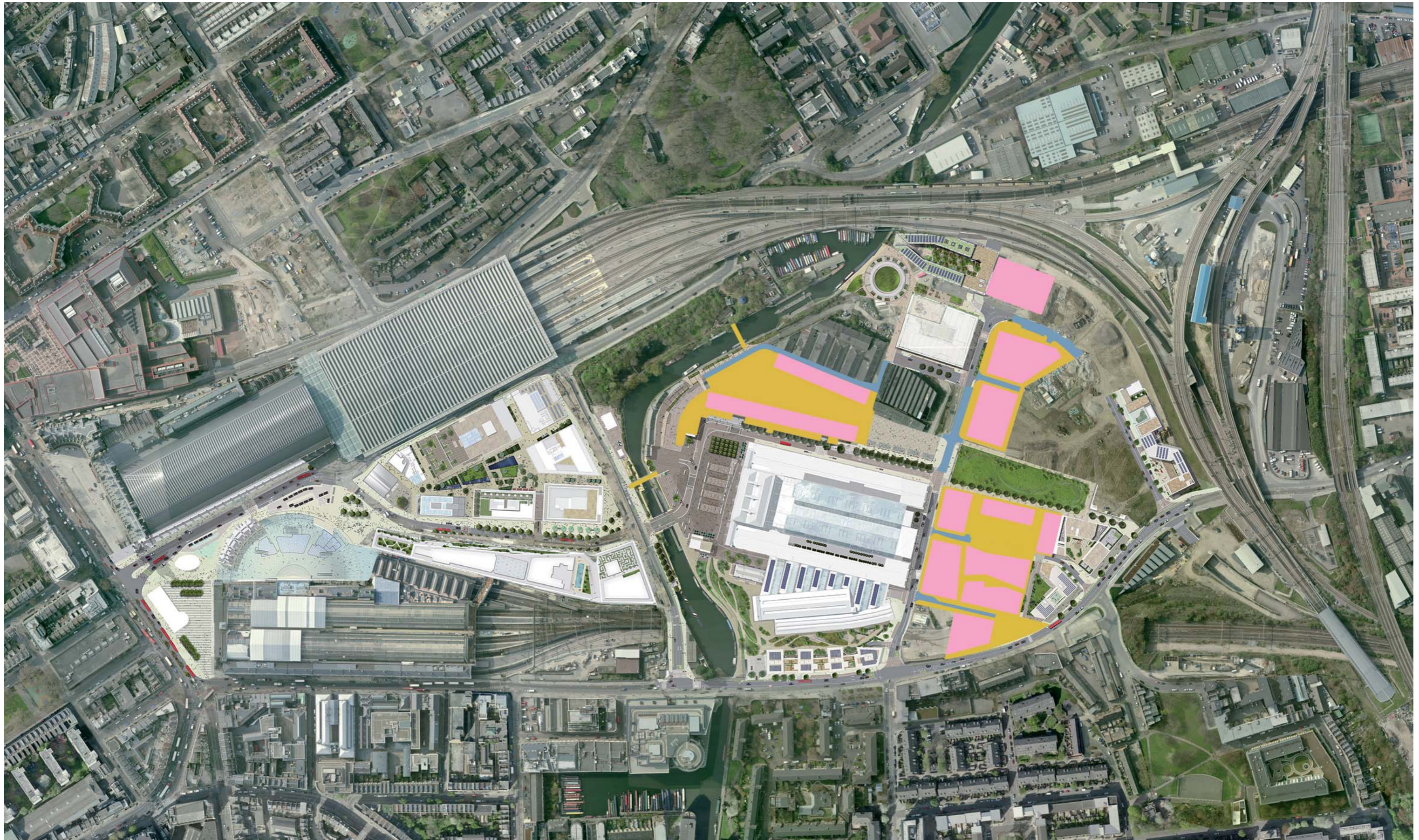




-  Demolition
-  Public Realm
-  Highway Works
-  Built Development
-  Relocation of features/facilities
-  Energy Centre

The Second Major Phase (Illustrative)

July 2014



- Demolition
- Public Realm
- Highway Works
- Built Development
- Relocation of features/facilities
- E Energy Centre

The Third Major Phase (Illustrative)

July 2014



Illustrative Scheme Plan (Completed Build Out)

July 2014



## 14

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### Condition 22 (Particulars to Accompany Reserved Matters Applications – Servicing Strategy)

14.1 The condition and its reason state:

*“A servicing strategy consistent with plan KXC 017 Rev R demonstrating where servicing for any building will be located will support any relevant application for approval of Reserved Matters. The strategy shall include details of the proposed hours of servicing and the mechanisms that will be used to ensure loading and unloading takes place in accordance with the strategy as approved. No servicing of any building shall take place on any part of the highway network or public realm other than in accordance with the servicing strategy so approved.*

*Reason: To ensure safe, efficient and sustainable access to, and protect amenities in, the development in accordance with the Environmental Impact Assessment, in accordance with policies B1, T1, KC5, KC6 and SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

**Response to Condition 22**

14.2 The Servicing Strategy for the FCO and EWRA required by Condition 22 is described in Section 1.6 of the submitted UDR.

14.3 Submitted drawing 520\_PL\_028 shows the proposed location of the refuse storage area and service entrance for the FCO and EWRA, located at canal level beneath the external staircase and accessed from the ramp into the Coal Drops. The restaurant/bar units will be serviced via the main entrances to those units. Ad hoc deliveries to the offices (e.g. by courier) will similarly take place via the main entrance at ground floor level.

14.4 The details provided in the UDR meet the requirements of Condition 22 and are submitted for approval.

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## Condition 23 (Particulars to Accompany Reserved Matters Applications - Highways Plan)

### 15.1 The condition and its reason state:

*“Relevant applications (or groups of related applications) for approval of Reserved Matters shall be accompanied by a Highways Plan. The Highways Plan shall show any works that are required to the existing adopted highways of York Way, Goods Way and/or Pancras Road, to achieve appropriate means of access to those buildings for which approval is sought. Development shall not commence on those buildings until a detailed scheme for the highway works required has been approved by the local planning authority and the buildings shall not be first occupied until the level of works specified by the local planning authority as being required prior to occupation have been completed and provision has been made for the completion of the remaining works.*

*Reason: To ensure safe, efficient and sustainable access and to protect amenities and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies B1, T1, T2, T5, T12, T13, SKC1, KC5 and KC6 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 23**

- 15.2 The principal vehicular access from the adopted highway to serve FCO/EWRA is the junction (JN4) of York Way and Handyside Street and for vehicles leaving the building, the junction between Stable Street and Goods Way via the new road bridge (BR1). Details of these works to the existing adopted highway were shown on drawing UAL/H/7120 and have already been approved and constructed in connection with the Eastern Goods Yard Reserved Matters submission (ref. 2007/5228/P). This drawing constitutes the Highways Plan for the purposes of Condition 23.

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## Condition 27 (Details Required by Condition – Floorplans etc.)

### 16.1 The condition and its reason state:

*“Details and particulars including floorspace figures, floorplans and layouts of the uses, and the vehicle and other servicing and access, including provision for any coach access and parking to be accommodated in built and refurbished accommodation, shall be submitted to and approved in writing by the local planning authority before any of those uses commences and the uses will commence only in accordance with the details so approved.*

*Reason: To ensure a comprehensive and sustainable development, to ensure safe and efficient access, to achieve good design and protect amenities and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies SKC2, SKC3, KC1, KC2, KC3, KC6 and T15 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 27**

- 16.2 The layout plans within the submitted Drawings Package provide the floorplan, layout, and access details required by the condition. Table 16.1 below summarises the floorspace figures in the FCO and EWRA by each floor (references to the different floor levels across the buildings reflect those on the submitted drawings).
- 16.3 Overall, the building provides a total floorspace of 2,487m<sup>2</sup> GEA, of which 2,405m<sup>2</sup> comprises the floorspace within the Reserved Matters proposal, and 82m<sup>2</sup> comprises the proposed conservatory on Block 4. The conservatory is outside of the Reserved Matters submission but it has been included for the purposes of Condition 27 to indicate the total maximum amount of floorspace brought forward with the overall development.
- 16.4 The conservatory element has been measured on a consistent basis to the other floorspace. In accordance with Table 1 and Annex B of the Outline Planning Permission, the total floorspace figure excludes infrastructure and utility elements (i.e. waste and other storage, plant and cycle and refuse stores) totaling 342m<sup>2</sup> GEA for the FCO and EWRA.
- 16.5 In terms of individual uses, the proposed office (B1) floorspace at canal, ground, first and second floor levels amounts to 1,442m<sup>2</sup> GEA. The proposed retail (A3/A4) floorspace at canal, ground and first floor levels, including the 82m<sup>2</sup> which makes up the conservatory, amounts to 1,045m<sup>2</sup>.
- 16.6 To note, there are no specific restrictions on use or quantum of retail/food and drink floorspace for Development Zone I in Section LL of the S106 Agreement.
- 16.7 Parking is not included within the scheme, and therefore the parking details referred to in the condition are not provided.
- 16.8 The details submitted are to meet the requirements of Condition 27 and are for approval.

Floor	Office Use (B1) (m <sup>2</sup> )	Retail Use Excluding Conservatory (A3/A4) (m <sup>2</sup> )	Total	Retail Use Within Conservatory (A4) (m <sup>2</sup> ) (Separate Application)	Other Excluded Infrastructure and Utilities Elements, Plant, Cycle and Refuse Stores
Canal	514	682	<b>1,196</b>	n/a	223
Ground (viaduct)	320	243	<b>563</b>	n/a	16
First	315	38	<b>353</b>	82	37
Second	293	0	<b>293</b>	n/a	19
Roof	0	0	<b>0</b>	n/a	47
<b>Total</b>	<b>1,442</b>	<b>963</b>	<b>2,405</b>	<b>82</b>	<b>342</b>

Table 16.1: Floorspace figures floor by floor (gross external area in m<sup>2</sup>)

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## Condition 28 (Details Required by Condition – Refuse Storage and Collection)

17.1 The condition and its reason state:

*“Details of arrangements for storage and collection of refuse, for the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the LPA as part of the relevant applications for approval of Reserved Matters for each phase of the Development and the development shall be carried out only in accordance with the details so approved and shall be retained thereafter.*

*Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies SD6 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

**Response to Condition 28**

- 17.2 The location of the refuse store is shown on the proposed canal level plan (ref. 520\_PL\_028), forming part of the submitted Drawing Package. The servicing arrangements are further described in the Servicing and Refuse Strategy in Section 1.6 of the UDR.
- 17.3 These details are submitted to meet the requirements of Condition 28 and are for approval.

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## Condition 31 (Development To Be Carried Out In Accordance With Permission – Parameter Plans and Development Specification)

### 18.1 The condition and its reason state:

*“The development shall be carried out in accordance with the Revised Parameter Plans and as described in the specified paragraphs of the Revised Development Specification dated September 2005 comprising:*

- (a) the Principal Public Realm Areas shown on drawing KXC004 Rev S together with paras 4.9, 4.13 (insofar as it relates to public realm), 4.14, 4.17 and 4.19;*
- (b) the boundaries of Development Zones shown on drawing KXC005 Rev T together with paras 4.20, 4.21, 4.23 - 4.26, and with Table 2 to the extent that it provides a summary and indicative description of the proposals in each development zone only;*
- (c) the Regent's Canal works shown on drawing KXC006 Rev Q together with paras 4.27 - 4.29;*
- (d) the Principal Access and Circulation Routes shown on drawing KXC007 Rev S together with paras 4.30 - 4.47 and with Annex C to the extent that it provides a summary and indicative specification for the routes only;*
- (e) the Upper Floor Land Uses Along Street Elevations shown on drawing KXC008 Rev R together with paras 4.48 - 4.54 to the extent that these describe the overall distribution of land uses only;*
- (f) the Ground Floor Land Uses Along Street Frontages shown on drawing KXC009 Rev P together with paras 4.49 - 4.54 to the extent that these describe the overall distribution of land uses only;*
- (g) the Proposed Finished Site Levels shown on drawing KXC012 Rev T together with paras 4.62 - 4.67;*
- (h) the Development Massing shown on drawing KXC013 Rev L together with paras 4.68 - 4.72 and Table 3;*
- (i) the Maximum Building Heights shown on drawing KXC014 Rev W together with paras 4.73 - 4.75;*
- (j) the Strategic View Corridor Constraints shown on drawing KXC015 Rev S together with paras 4.79 - 4.81;*
- (k) the Basement Zones shown on drawing KXC016 Rev O together with paras 3.40 - 3.41 and 4.82 - 4.86;*
- (l) the Servicing arrangements shown on drawing KXC017 Rev R, together with para 4.87;*
- (m) the Utilities Strategy shown on drawing KXC018 Rev M, together with paras 4.88 and 4.90 - 4.98;*
- (n) the Gas Holder Triplet Development shown on drawing KXC020 Rev E together with paras 4.104 and 4.105 to the extent that they show indicative proposals only for the works and land uses; and*
- (o) the Priority Zones for Green/Brown Roofs and Wind Turbines shown on drawing KXC021 Rev A, together with paras 3.43, 3.44, 4.106 and 4.107”*

except that in relation to (i) above the building heights within Plot S2 identified on drawing KXC005 Rev T shall be at least 6.5m below the maximum heights shown in Parameter Plan KXC014 rev W across at least 80% of the plot, unless otherwise approved in writing by the local planning authority.

*Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design and to accord with the assessment and conclusions of the Environmental Impact Assessment in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, SKC4 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006."*

### **Response to Condition 31**

18.2 It is considered that the following sub-paragraphs of Condition 31 do not apply to the current proposed scheme for the FCO/EWRA and are therefore not addressed in this response:

- (c) Regent's Canal;
- (m) Utilities;
- (n) Gas Holders;

18.3 The responses to the other relevant sub-paragraphs of Condition 31 are dealt with in the paragraphs below.

#### **(a) Principal Public Realm Areas (Parameter Plan KXC 004 Rev S)**

18.4 This submission includes new landscaping details of the Wharf Road Viaduct, the Coal Drops Ramp and part of the southern end of the Coal Drops Yard. Neither the Wharf Road Viaduct or the Coal Drops Ramp are identified as Principle Public Realm Areas on Parameter Plan KXC 004. However, they sit adjacent to and connect a number of Principle Public Realm Areas such as the Coal Drops Yard, Granary Square and the Gasholder. The design of the spaces, described in detail in the submitted UDR, blends seamlessly with the language and materiality of the completed Granary Square and sets the context for emerging schemes around the Coal Drops and the Gasholder Triplet.

18.5 Parameter Plan KXC 004 also identifies zones for new bridge structures across the Regent's Canal and between the Coal Drops/Wharf Road Viaduct, and route between the lower level of the Coal Drops and the Regent's Canal towpath. The current proposals do not include details of either bridges or a route through the EWRA. However, the design allows these routes and structures to come forward with later submissions, for example the Coal Drops or the public realm around the Gasholder Triplets.

18.6 The proposed landscaping, shown on drawing TOWN279.14(08)5001, is consistent with Parameter Plan KXC 004, and indeed with the approved and emerging landscaping for adjacent public realm.

#### **(b) Boundaries of Development Zones and Types of Development in Each (Parameter Plan KXC 005 Rev T)**

18.7 Development Zone I, as identified on Parameter Plan KXC 005 and referenced in Table 2 of the Revised Development Specification, includes the FCO and the Wharf Road Arches. The Wharf Road Viaduct and Coal Drops Yard/Ramp fall within Development Zone M.

18.8 This Reserved Matters submission provide details for the refurbishment of the FCO and the EWRA, comprising the 10 easternmost Wharf Road Arches, and landscaping details for the Wharf Road Viaduct, Coal Drops Ramp and part of the Coal Drops Yard alongside the EWRA. A separate

application for planning permission accompanies this submission for a single storey conservatory on top of Block 4 of the FCO. This sits entirely within the boundary for Development Zone I. No other extensions to the existing buildings are proposed.

- 18.9 The proposals are therefore consistent with Parameter Plan KXC 005.
- 18.10 The proposed office floorspace within the FCO/EWRA (Class B1), restaurant and ancillary bar in the EWRA (Class A3) and bar with ancillary dining (Class A4) in the FCO are consistent with the Summary Description for Development Zone I as set out in Table 2 of the Revised Development Specification.

#### **d) Principal Access and Circulation Routes (Parameter Plan KXC 007 Rev S)**

- 18.11 The principle access and circulation routes adjacent to the FCO are the Wharf Road Viaduct and service road from Stable Street, identified as CDY1 and GS2, respectively. The plan confirms these routes would be used for access and drop-off only. Annex C to the Revised Development Specification augments the details on the plan, describing both CDY1 and GS2 as a *'taxi route and out of hours route for small service vehicles (one way) incorporated into the public realm.'*
- 18.12 Landscape details for the Wharf Road Viaduct and the service road are submitted for approval as part of this Reserved Matters submission. Both routes are designed predominantly for pedestrian and cycle use, although in accordance with both Parameter Plan KXC 007 and Annex C, they have been designed as trafficable surfaces, with GS2 providing service access and disabled drop-off to the EWRA and FCO and CDY1 allowing for emergency access to the viaduct and Gasholder Park/Triplets when completed.
- 18.13 As part of a wider review of the Western Goods Yard and the emerging proposals for the Gasholder Triplet and surrounding public realm, GS2 will be provided as a two-way route with adequate space for vehicles to turn and rejoin Stable Street. In order to maintain pedestrian priority and an attractive landscaped environment, no vehicles (apart from emergency vehicles) will use the Wharf Road Viaduct. Although Annex C refers to a one-way route, Condition 31(d) notes that Annex C provides a summary and indicative specification of the routes only and therefore is not binding.
- 18.14 The same Parameter Plan also indicates the position of a bridge between the What Road Viaduct (BR4) and a route through the Wharf Road Arches from the Coal Drops Yard to the canal towpath (CDY3). The position of CDY3 is outside the scope of the EWRA and is noted in Annex C to be indicative at this stage. Given their connection to the Coal Drops Yard and remaining Wharf Road Arches, both BR4 and CDY3 will need to be developed in the context of detailed design for those buildings<sup>3</sup>. Nonetheless, the proposed scheme for the Wharf Road Viaduct and EWRA does not prejudice their delivery and is therefore consistent with the Parameter Plan.

#### **(e) & (f) Upper and Ground Floor Land Uses (Parameter Plans KXC 008 Rev R and KXC 009 Rev P).**

- 18.15 Parameter Plan KXC 008 confirms that the upper levels of Development Zone I may be 'any Permitted Use' in accordance with Annex B of the Revised Development Specification. Annex B, which considers Development Zones I and M together, permits B1 and A1-A5 uses within Zone I.
- 18.16 The upper floor levels of the FCO will accommodate offices (Class B1) and a bar with ancillary dining (Class A4). As explained previously, a proposed conservatory extension to the first floor is

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<sup>3</sup> The Coal Drops buildings and yard (to the extent it falls outside this submission) are at an early stage of design and not yet subject to formal pre-application discussions with the Council.



subject to a separate application for Full Planning Permission. This will form part of the FCO retail unit in Blocks 4 and 5 and will also be put to A4 use. These uses are therefore consistent with those identified in Parameter Plan KXC 008 and Annex B of the Revised Development Specification.

- 18.17 Parameter Plan KXC 009 confirms that the ground floor of Development Zone I should be put to predominantly shops/food and drink/community and leisure uses (i.e. in this case A1-A5 uses). However, the ground floor appears to identify the FCO only and does not take into account the lower ground floor (canal) level of the EWRA, which also forms part of Development Zone I (confirmed in Table 2 of the Revised Development Specification) and is acknowledged as lower ground floorspace on Parameter Plan KXC 016.
- 18.18 The intent behind Parameter Plan KXC 009 was to achieve a mixed-use character across the KXC development and provide active uses along principal street frontages. The proposed arrangement of the FCO results in 243m<sup>2</sup> (GEA) of retail (Class A4) floorspace in Blocks 4 and 5 and 320m<sup>2</sup> (GEA) of office (Class B1) floorspace in Blocks 1 to 3 (see Table 16.1). This equates to approximately 43% of the floorspace at ground floor level within the FCO being put to retail use, a significant amount considering the division of the building into five blocks and the narrowing of the plan at the western end where the retail is located.
- 18.19 The frontage is also read in the context of the canal level units within the EWRA. Given that the FCO and EWRA fall within the same zone for the purposes of Table 2 and Annex B, it is considered that the intent of the plan would be met by looking at both together. At lower ground (canal) level, the retail (Class A3) element makes up 682m<sup>2</sup> (GEA) compared to 514m<sup>2</sup> (GEA) for offices, equating to 57% of the frontage. Combining both levels, 52% of the FCO and EWRA floorspace will be put to retail use, thus ensuring in the spirit of the plan, that the ground floors will be read as predominantly shops/food and drink.
- 18.20 The proposed uses are therefore consistent with the parameter plans referred to in sub-paras (e) and (f).

**(g) Finished Site Levels (Parameter Plan KXC 012 Rev T)**

- 18.21 As shown on drawing numbered TOWN279.14(08)5002, the proposed levels for the Wharf Road Viaduct and Coal Drops Yard/Ramp are consistent with the finished site levels (within the 100mm limits of deviation permitted) set out on Parameter Plan KX012 Rev T.

**(h) Development Massing (Parameter Plan KXC 013 Rev L)**

- 18.22 The massing criterion, specifying the maximum percentage of the total floorspace applied for within each development zone that may be constructed 30m or more above finished ground floor level, is set at 0% for Development Zone I.
- 18.23 In accordance with the plan, no floorspace will be constructed 30m or more above finished ground floor levels.

**(i) Maximum Building Heights (Parameter Plan KXC 014 Rev L)**

- 18.24 Parameter Plan KXC 014 identifies only one height for the FCO, this being +37.9m AOD for Block 3.
- 18.25 The only proposed change to the height of the existing buildings is Block 4 which will be increased by 720mm to +32.270m AOD as a result of the addition of the conservatory in place of the existing roof. Approval for this increase is sought as part of the separate planning application for that structure.
- 18.26 In any event, the height of Block 3, as marked on the Parameter Plan, will not increase. Therefore,

the proposals falling within the scope of this Reserved Matters submission fully accord with the parameter plan referred to in sub-paragraph (i).

**(j) Strategic Views (Parameter Plan KXC 015 Rev S)**

- 18.27 Parameter Plan KXC015 Rev S (Strategic Views) requires any buildings lying within the strategic viewing corridors to St Paul's Cathedral from Parliament Hill and Kenwood House to meet specific height criteria. The FCO and EWRA are set within the Parliament Hill viewing corridor.
- 18.28 Whilst a small increase in height of 720mm is proposed to Block 4 to accommodate a conservatory extension (subject to a separate planning application), the building will remain well below the constraint height of +71.8m AOD at the nearest point in the corridor.
- 18.29 It should be noted that the Parameter Plan shows the viewing corridor as defined in RPG3a which has since been replaced by the London View Management Framework SPG published in July 2010.

**(k) Basements (Parameter Plan KXC 016 Rev 0)**

- 18.30 Parameter Plan KXC 016 referred to in part (k) illustrates the existing basements and lower ground floor accommodation to be retained across the KXC site. Both the basement to the FCO below Blocks 1 and 2 and the EWRA are shown as existing lower ground accommodation. As described previously and shown on submitted plan 520\_PL\_028, these areas will be used for offices and retail (food and drink) alongside back of house functions such as kitchens, storage, cycle parking, plant and refuse. Subject to the exclusions set out in Annex B, the floorspace relating to these uses is set out in Table 16.1 and in relation to Conditions 33 to 36.

**(l) Servicing Arrangements (Parameter Plan KXC 017 Rev R)**

- 18.31 The Servicing Strategy for the FCO and EWRA is set out in Section 1.6 of the submitted Urban Design Report. As noted in Section 13 above, servicing will take place via the dedicated service entrance at canal level, adjacent to the Coal Drops Ramp, the main entrances to the offices and retail units, or occasional courier deliveries only to viaduct level. In accordance with Parameter Plan KXC 017, no service frontages are proposed on any elevations of the FCO at ground floor (viaduct) level.

**(o) Priority Zones for Green and Brown Roofs and Wind Turbines (Parameter Plan KXC 021 Rev A)**

- 18.32 The FCO and EWRA are not identified as a priority zone for either green/brown roofs or wind turbines. Nonetheless, the proposal to include a new flat roof conservatory on Block 4 provides an opportunity for a green roof totaling 90m<sup>2</sup>, or 17% of the total roof area of the FCO. The roof will be planted with a wildflower and sedum matting. Further details are provided in the submitted ESP and drawing package, specifically 520\_PL\_043.

**Summary**

- 18.33 In summary, the submitted Drawing Package and other supporting documents, together with the explanation above, demonstrate that the proposed development will be carried out in accordance with the relevant approved Parameter Plans and Development Specification references, as required by Condition 31.

## Condition 32 (Development To Be Carried Out In Accordance With Permission – Retained Buildings and Structures)

### 19.1 The condition and its reason state:

*“The following works of alteration to existing buildings and structures, to facilitate their refurbishment and reuse, shall only be carried out in accordance with the detailed descriptions contained in the identified sections of the Development Specification and as follows:*

- (a) *the “works to facilitate future uses” and “refurbishment parameters” set out in Parts 1-8 inclusive, Part 10 and Part 11 of the Development Specification Annex E (Specification of Works to Retained Historic Buildings and Structures) dated April 2004;*
- (b) *the “works to facilitate future uses” and “refurbishment parameters” set out in Part 9 of the Revised Development Specification Annex E (Specification of Works to Retained Historic Buildings and Structures, Southern Stanley Building) dated September 2005.*
- (c) *Unless otherwise approved in writing by the local planning authority no works other than the Permitted Demolition shall take place until:*
  - i. *details and full particulars including proposals for the refurbishment, design and external appearance of the building(s) and their proposed uses, and supported by a Conservation Plan have been submitted to and approved in writing by the local planning authority, and*
  - ii. *any relevant Listed Building or Conservation Area Consents have been granted.*

*Reason: To ensure a comprehensive and sustainable development, to ensure good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of Conservation Areas, and to ensure that the details accord with the assessment in the Environmental Impact Assessment, in accordance with policies EN1, EN31, EN33 and EN36, EN38, KC1 and KC2 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies S7, SKC1, SKC4, B1, B7, B6, and KC11 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council’s Executive on the 11 January 2006.”*

### **Response to Condition 32**

- 19.2 As part of the outline planning application submitted in April 2004 (and revised in September 2005), "works to facilitate future uses" and "refurbishment parameters" were set out for each building to be retained in Annex E of the Development Specification and the Initial Conservation Plan, as set by sub-clause (a) of the condition.
- 19.3 The submitted UDR and Full Conservation Plan set out the full scope of works proposed for the FCO and EWRA and identify how the detailed proposals that are now being brought forward comply with the refurbishment principles and parameters set out in the Annex E and Initial Conservation Plan documents.
- 19.4 With regard to sub-clause (c)(i) of the condition, full details of the refurbishment, design, external appearance and proposed use of the FCO and EWRA are included in the submitted Architectural Drawing Package, and are further explained in the UDR and Full Conservation Plan. The latter also sets out objectives relating to the ongoing management and maintenance of the building following

completion.

19.5 Neither the FCO or the EWRO are listed and therefore part (c) (ii) does not apply.

19.6 The details provided above meet the requirements of Condition 32.

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## Condition 33 (Development To Be Carried Out In Accordance With Permission – Floorspace Permitted Site Wide)

### 20.1 The condition and its reason state:

*“The total floorspace constructed and used pursuant to this outline planning permission shall not exceed 713,090sq m (gross external area), provided that this total floorspace excludes:*

- (a) basements to be constructed in accordance with condition 31(k) other than the public bicycle interchange/storage facilities and public health and fitness facilities in Development Zone B partly within basement space specified in Table 1 and Annex B attached;*
- (b) infrastructure and utilities forming part of and supporting the development including substations, transformers, waste storage and ancillary recycling facilities;*
- (b) rooftop plant;*
- (c) the district gas governor;*
- (d) car parking other than the multi-storey car park.*

*Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact, which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies RE1, RE2, RE4, RE5, EN1, EN13, EN14, EN43, SKC1, TR1, TR2, RC1, RC2, and RC3 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies S1, S2, S3, SKC1, SKC2, SKC3 and KC8 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council’s Executive on the 11 January 2006.”*

### **Response to Condition 33**

- 20.2 The proposed floorspace for the FCO and EWRA is set out in Table 16.1 of this Compliance Report in connection with Condition 27.
- 20.3 The total amount of floorspace approved/submitted to date, together with that proposed for FCO and EWRA, amounts to 454,495m<sup>2</sup>. It should be noted that this figure excludes the conservatory floorspace of 82m<sup>2</sup> GEA which is subject to a separate application for full planning permission.
- 20.4 On this basis, the site-wide figure of 713,090m<sup>2</sup> prescribed by Condition 33 would not be exceeded.

Building/Plot	Total Floorspace (m <sup>2</sup> GEA)
<b>North of the Regent's Canal</b>	
Eastern Goods Yard (as amended)	55,324
Building R2	48,522
Building T1 (2014)	30,616 <sup>1</sup>
Building R4	11,761
Building R5 North (as amended)	14,214
Building T6	16,292 <sup>2</sup>
Building J	16,265
Building P1 (as amended)	29,600
Regeneration House	1,002
Building R5 South	8,376
Building T5	8,964
Midlands Goods Shed and Handyside Canopies	7,223
<b>Fish &amp; Coal Offices / Eastern Wharf Road Arches (brought forward with this submission)</b>	<b>2,405<sup>3</sup></b>
<b>Sub-total</b>	<b>250,564</b>
<b>South of the Regent's Canal</b>	
Building B2 (as amended)	7,176
Building B4 (as amended)	17,071
Great Northern Hotel (as amended)	4,548
<i>Building B1 (as amended)</i>	43,080 <sup>4</sup>
Building B3 (as amended)	20,382
Building E1	4,015
Zone A	85,837
German Gymnasium	1,225
<i>Building B6 (as amended by Revised Reserved Matters)</i>	20,597 <sup>5</sup>
<b>Sub-total</b>	<b>203,931</b>
<b>Total to date</b>	<b>454,495</b>

Table 20.1: KXC site-wide cumulative floorspace totals (GEA in m<sup>2</sup>)

- 1: This figure represents the reduction of 3m<sup>2</sup> (GEA) proposed as part of the current minor amendments submission for the approved T1 scheme (ref.2014/4605/P)
- 2: This figure represents the floorspace below the outline parameter height of 67m AOD.
- 3: This figure excludes the 82m<sup>2</sup> GEA relating to the conservatory extension. Approval for this structure and floorspace, which was not envisaged as part of the Outline Planning Permission, is sought separately through an application for full planning permission, submitted in parallel to this Reserved Matters submission.
- 4: This figure represents the revised B1 scheme as amended by the B1 minor amendments currently submitted to LB Camden (awaiting reference).
- 5: This figure represents the Revised Reserved Matters for B6 that is currently submitted to LB Camden (reference 2014/4125/P).

20.5 The details submitted enable the LPA to monitor the position with regard to floorspace and do not require approval.

## Condition 34 (Development To Be Carried Out In Accordance With Permission – Floorspace Permitted North of Regent’s Canal)

### 21.1 The condition and its reason state:

*“The maximum floorspace of buildings constructed and refurbished in accordance with condition 33 within the Development north of Regent’s Canal shall not exceed 468,480 sqm gross external area and south of Regent’s Canal shall not exceed 244,250 sqm gross external area.*

*Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation Areas and protect Strategic Views and accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies and policies S1, S2, S3, SKC1, SKC2, SKC3 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 34**

- 21.2 In the same way as the submission demonstrates compliance with Condition 33 concerning overall floorspace in the KXC development, the total cumulative figure to date shown in Table 20.1 for the area to the north of the Regent’s Canal of 250,564m<sup>2</sup> (and including FCO/EWRA), also shows that the Condition 34 limit for the relevant sub-area of 468,840m<sup>2</sup> will not be exceeded.
- 21.3 This information is provided to assist in the monitoring of floorspace coming forward across the KXC development. Again, no specific approval of the details is required.

## Condition 35 (Development To Be Carried Out In Accordance With Permission – Details of Uses Permitted)

### 22.1 The condition and its reason state:

*“Permission is hereby granted for the following uses as set out in the description of development to take place within buildings constructed and refurbished within the Development:*

- (a) Business and employment uses within Class B1;*
- (b) Residential uses within Class C3 and student accommodation and a residential home within Class C2;*
- (c) Hotel use within Class C1 and serviced apartments (sui generis outside of Class C3);*
- (d) Shopping, food and drink uses within Classes A1, A2, A3, A4 and A5;*
- (e) Uses within Class D1;*
- (f) Cinema use(s);*
- (g) Uses within Class D2, and nightclub uses and casino use;*
- (h) A multi storey car park;*
- (i) Other miscellaneous uses, including public bicycle interchange/storage facilities, substations, transformers, waste storage and recycling facilities and the gas governor.*

*and the floorspace constructed and used pursuant to the planning permission shall not, unless otherwise agreed in writing by the local planning authority, exceed in the case of any use or group of uses within each of the areas north and south of Regent’s Canal the individual maximum floorspace figures as set out in Table 1 attached, that Table being read together with the notes 4 to 13 inclusive.*

*Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1 SKC2, SKC3, KC2 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 35**

- 22.2 Table 23.1 following this section shows that the proposed floorspace for the uses within the FCO and EWRA, together with those approved for other areas north of the Regent’s Canal, would not exceed the maximum figures for the relevant land uses applying within that area, as set out in Table 1 to the Outline Planning Permission.



Location	Maximum B1 Use (sqm)	Maximum C3 Residential Use (sqm)	Maximum Hotel C1 Use (sqm)	Maximum A1-A5 Use (sqm)	Maximum D1 Use (sqm)	Maximum Cinema Use (sqm)	Maximum D2 Use (sqm)	Multi Storey Car Park (sqm)
<b>Fish and Coal Offices and Eastern Wharf Road Offices<sup>1</sup></b>	1,442	0	0	963	0	0	0	0
Building T1 (as amended) <sup>2</sup>	0	15,982	0	453	0	0	942 <sup>3</sup>	12,914
Midlands Goods Shed	0	0	0	3,385	3,838	0	0	0
Building P1 (as amended)	0	24,411	0	114	5,075	0	0	0
Building R5 North	669	13,545	0	599	599	0	0	0
Regeneration House	1,002	0	0	0	330	0	0	0
Building J	1,253	15,012	0	1,253	1,253	0	0	0
Building T6 <sup>4</sup>	0	15,973	0	319	0	0	0	0
Building R4	487	11,274	0	487	0	0	0	0
Building R2	45,002	0	0	1,681	258	0	569	0
Eastern Goods Yard (as amended) <sup>5</sup>	6,881	0	0	5,595	45,653	0	0	0
Building T5	0	8,717	0	247 <sup>6</sup>	247 <sup>6</sup>	0	0	0
Building R5 (South)	379	7,997	0	379	379	0	0	0
<b>Total:</b>	<b>57,115</b>	<b>112,911</b>	<b>0</b>	<b>15,475</b>	<b>57,632</b>	<b>0</b>	<b>569 (Excl. MUGA)</b>	<b>12,914</b>
Maximum area for North of the Regent's Canal	234,000	171,275	14,600	30,865	67,880	8,475	24,275	21,500

Table 22.1: KXC floorspace north of the Regent's Canal by land use (GEA). The totals reflect the inclusion, in some cases, of alternative permitted uses in more than one land use category.

The totals reflect the inclusion, in some cases, of alternative permitted uses in more than one land use category.

<sup>1</sup>This figure is exclusive of an additional 82sqm of floorspace in connection with the associated conservatory, which is subject to a separate and associated full planning application

<sup>2</sup>This figure is as amended by the minor amendments to Building T1 submission (reference 2014/4605/P), currently submitted to the LB Camden.

<sup>3</sup>This figure represents the floorspace proposed for the MUGA within Building T1. This is not counted against the maximum D2 floorspace for Zone T. This facility was originally documented in the S106 Agreement as a facility at roof level and was not treated as floorspace. It is therefore appropriate to treat the Zone T maximum D2 floorspace as exclusive of the MUGA.

<sup>4</sup>Building T6: These figures represent the floorspace below the original parameter height of 67m AOD as permitted by planning permission (2010/4468/P).

<sup>5</sup>The figure for the Eastern Goods Yard is as amended by the minor amendments submission in respect of Pavilion G1 (reference 2014/2247/P)

<sup>6</sup>The use of the 247sqm retail unit at ground floor of T5 will either be in class A1/A2/A3 use, or within class D1 use. It is therefore shown against both uses above.

- 22.3 These details enable the LPA to monitor the position regarding the maximum floorspace permitted for each of the relevant uses and do not require approval.

## Condition 36 (Development To Be Carried Out In Accordance With Permission – Floorspace and Development Zones)

23.1 The condition and its reason states that:

*"Unless otherwise agreed in writing by the local planning authority, the new and refurbished floorspace constructed as part of the development hereby permitted, within the maxima set out in condition 35, will be distributed between the Development Zones in accordance with the maximum floorspace allocations in Annex B attached subject to Annex B (north and south of the canal) notes excluding notes 4 and 5 and Annex B (north of the Canal) notes excluding note 15.*

*Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies RE1, RE2, RE4, RE5, SKC1, TR1 and TR2 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies S1, S2, S3, SKC1, SKC2, SKC3, KC2 and KC8 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council's Executive on the 11 January 2006."*

### Response to Condition 36

23.2 Annex B to the Outline Planning Permission refers to the maximum amount of floorspace that may be developed for specified uses within each Development Zone. Table 21.1 below demonstrates that the maximum floorspace for the uses within the Fish and Coal Offices and Eastern Wharf Road Arches would not exceed the maximum figures for the relevant land uses applying within Development Zones I/M.

23.3 The details are submitted to assist in the monitoring of floorspace provided. Again, no specific approval of the details is required.

Location	Maximum Proposed Floorspace for Each Permitted Use (m <sup>2</sup> )				
	B1	C3	A1-A5	D1	D2
<i>Fish &amp; Coal Offices/Eastern Wharf Road Arches</i>	1,442	0	963	0	0
<b>Totals for Zones I/M as set out in Annex B to the Outline Planning Permission</b>	<b>1,900</b>	<b>0</b>	<b>9,165</b>	<b>2,625</b>	<b>2,625</b>

Table 23.1: Floorspace in FCO and EWRA relative to the maximum total for Zones I/M (GEA in m<sup>2</sup>)

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## Condition 45 (Development To Be Carried Out In Accordance With Permission – New Drainage Infrastructure)

24.1 The condition and its reason states:

*"The new drainage infrastructure within the site shall be designed to achieve a combined (storm and foul) peak discharge to the existing combined sewers of 2292l/s or less.*

*Reason: To protect future occupiers of the development, services and utilities, and prevent the pollution of the water environment, in accordance with policy EN9 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies SD9 and KC8 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council's Executive on the 11 January 2006."*

### **Response to Condition 45**

- 24.2 The information to show compliance with Condition 45 is included within the Environmental Sustainability Plan (ESP) submitted for Condition 17.
- 24.3 The ESP shows that through a co-ordinated approach with the other design teams responsible for the surrounding infrastructure and public realm, the proposals for the FCO and EWRA are compatible with the site-wide drainage strategy. By means of this strategy, each of the drainage sub-catchments, buildings and public realm areas are attenuated and the surface water and foul water flow into the sewer network restricted, such that the maximum discharge specified in Condition 45 is not exceeded.
- 24.4 These details are to meet the requirements of Condition 45 and are submitted for approval.

## Condition 46 (Development To Be Carried Out In Accordance With Permission – Green and Brown Roofs)

### 25.1 The condition and its reason states:

"At least 15% of the roofs of new buildings constructed pursuant to the planning permission shall be green and/or brown roofs as defined in the Revised Development Specification dated September 2005.

*Reason: To ensure a comprehensive and sustainable development and to satisfactorily provide for biodiversity in accordance with the Environmental Impact Assessment, in accordance with policy EN57 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies KC8 and N6 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council's Executive on the 11 January 2006."*

### Response to Condition 46

25.2 Although the FCO is neither a new building or identified as a lying within the 'Priority Zone for Green or Brown Roofs', as set out on Parameter Plan KXC 021 of the Outline Planning Permission, the addition of the new conservatory above Block 4 provides an opportunity to incorporate a new green roof making up approximately 17% of the overall roofscape for the FCO. This figure is shown in Table 26.1 in the context of other green/brown roofs approved or constructed across the KXC site.

Building	Total Roof Area (m <sup>2</sup> )	% Area of green/brown roof	In priority zone?
Eastern Goods Yard	Not recorded	79m <sup>2</sup>	No
Building R2	5,750	2,300m <sup>2</sup> , 40%	Yes
Building R4	c. 1,150	150m <sup>2</sup> , 13%	No
Building B4	c. 1,050	405m <sup>2</sup> , 39%	No
Building B6	c. 1,375	385m <sup>2</sup> , 28%	No
Building J	2,136	692m <sup>2</sup> , 32%	No
R5 North	1,601	853m <sup>2</sup> , 53%	Yes
Building B3	1,625	470m <sup>2</sup> , 29%	No
Building B1	4,287	1,227m <sup>2</sup> , 29%	No
(Building T1 2013)	(3,897)	(2,522m <sup>2</sup> , 65%)	(No)
R5 South	796	378m <sup>2</sup> , 48%	Yes
Building T5	679	285m <sup>2</sup> , 42%	Yes
Zone A	10,320	688m <sup>2</sup> , 7%	Yes
Building P1	2,975	778m <sup>2</sup> , 26%	Yes
Building T1 (Minor Amends)	3,897	1,318m <sup>2</sup> , 34%	No
<b>Fish and Coal Offices</b>	<b>529</b>	<b>90m<sup>2</sup>, 17%</b>	<b>No</b>

Table 25.1: Green and brown roofs approved or constructed across the KXC site

25.3 The proposals meet the requirements of Condition 46.

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## Condition 49 (Development To Be Carried Out In Accordance With Planning Permission - Car Parking Standards)

### 26.1 The condition and its reason state:

*"Unless otherwise agreed in writing by the local planning authority, the development shall be constructed in accordance with the following:*

- (a) *maximum car parking/storage standards:*
  - i. *Residential: 800 spaces for 1,700 residential units at an average ratio of 0.47 per unit across all unit types and tenures;*
  - ii. *Student Housing: 25 spaces for 650 units at an average ratio of 1 :26 units;*
  - iii. *Hotel/serviced apartments: No parking provision south of canal other than parking for people with disabilities (to be agreed in writing by the local planning authority at the Reserved Matter stage). Hotel resident parking at 1 space per 750 sq m north of canal;*
  - iv. *Class D1/D2 uses;*
    - 1 space per 1,500 sq m gross floor area south of canal*
    - 1 space per 1,000 sq m north gross floor area of canal*
    - Additional provision may be permitted if justified for health care purposes or to meet the needs of staff working anti-social hours.*
  - v. *Class B1 uses;*
    - Staff/operational parking at 1 space per 1,500 sq m gross floor area south of canal*
    - Staff/operational parking at 1 space per 1,250 sq m gross floor area north of canal*
  - vi. *Classes A1 to A5 inclusive uses; and*
    - 1 space per 1,500 sq m gross floor area south of canal*
    - 1 space per 1,000 sq m gross floor area north of canal.*
- (b) *these standards shall apply to the overall development including parking provided along new streets within the built development; within the multi-storey car park in Development Zone T and within the basements and any undercrofts of buildings;*
- (c) *5% of the spaces provided within these standards shall be for people with disabilities. Any additional parking required by the local planning authority for people with disabilities may be provided in addition to the above standards;*

*and*
- (d) *the standards exclude provision for city car club spaces (such spaces may be provided in addition to the above) and the provision of service bays to be approved as part of Reserved Matters for the development.*

*Reason: To ensure a comprehensive and sustainable development and to ensure that the development complies with the Environmental Impact Assessment, in accordance with policies KC6, KC7, T1, T7, T9, T10 and Appendix 6 (parking standards) in the London Borough of Camden Replacement Unitary Development Plan 2006."*

#### **Response to Condition 49**

- 26.2 In line with the objective to reinforce pedestrian priority on and around the Wharf Road Viaduct, the building has no designated vehicle parking. It is envisaged that most staff and visitors will instead arrive via public transport given the close proximity of the building to the King's Cross/St. Pancras transport hub, and local public transport infrastructure. In particular, buses are expected to run along Stable Street and a bus stop has been approved to the north of the building adjacent to the junction with the service road.
- 26.3 Blue badge holders will be able to use the accessible bays in the local area, such as the multi-storey car park in Building T1 and accessible parking in Wharf Road, adjacent to the Midland Goods Shed and Building J.
- 26.4 Disabled users can also be dropped off on the service road outside the FCO at viaduct level and on Stable Street.
- 26.5 The details submitted here and in the Urban Design Report meet the requirements of this condition.

## Condition 51 (Development To Be Carried Out In Accordance With Planning Permission – Cycle Parking Provision)

### 27.1 The condition and its reason state:

*“Unless otherwise agreed in writing by the local planning authority, the development shall be constructed in accordance with the cycle parking/storage standards as set out in Appendix 6 of the London Borough of Camden Replacement Unitary Development Plan 2006.*

*Reason: To ensure a comprehensive and sustainable development and in order to provide satisfactory provision for cyclists in the development in accordance with the Environmental Impact Assessment, in accordance with policies KC6, T3 and Appendix 6 (parking standards) in the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Condition 51

- 27.2 Based on a GEA of 1,442m<sup>2</sup> of B1 office space and 1,045m<sup>2</sup> of A3/A4 retail space (including 82m<sup>2</sup> for the conservatory), and the cycle parking standards set out in Appendix 6 of the London Borough of Camden UDP 2006, referred to in Condition 51 of the Outline Planning Permission, and Appendix 2 to the Development Policies Document 2010 (applied in relation to the conservatory only), the proposed development would require the following cycle spaces for visitors and staff:
- Office and retail staff – 10 spaces
  - Retail customers – 4 spaces
  - Office visitors – 2 spaces
- 27.3 The proposals include secure cycle storage facilities at canal level for six bicycles for the office space (shown on drawing PL-028). Given the space constraints of the existing building, semi-vertical stands are proposed in the room under the external staircase adjacent to the services and back of house entrance to the office. This system provides space efficient parking with easily accessible locking points and semi vertical support to minimise lifting onto the rack.
- 27.4 Fourteen Sheffield cycle stands, designed to the same specification as those elsewhere on the KXC site, are provided within the public realm, on the north side of the Wharf Road Viaduct, opposite the main entrance to the FCO (shown on drawing 279.14(08)5001). This provides 28 cycle spaces in total. Four of these spaces are the four additional spaces provided for retail and office staff of the FCO and EWRA, completing the required provision of 10 spaces for the office and retail staff. In addition, six of these spaces are provided to meet the requirements for office visitors and customers to the retail units.
- 27.5 The remaining 18 spaces (nine stands) are provided for visitors to the Wharf Road Viaduct and the surrounding area generally. There is also nearby cycle parking along Stable Street (approved as part of the Eastern Goods Yard Reserved Matters submission, ref. 2008/5228/P) and Goods Way (ref. 2008/3731/P). Further visitor cycle parking is expected to be brought forward in due course as part of the Reserved Matters submissions for the public realm associated with the Gasholder Triplet at the western end of the viaduct.
- 27.6 These details meet the requirements of Condition 51.



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## Conditions 55 and 56 (Archaeology – Programme of Building Recording and Analysis)

### 28.1 The conditions and their reasons state:

#### *Condition 55*

*“No works shall take place in relation to each phase of the Development as notified under condition 21 until the applicant, their agent or successors in title has secured the implementation of a programme assessment, recording and historic analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority.*

*Reason: Important archaeological remains may exist on the site. The requirements of this condition are to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development and to minimise damage to them in accordance with the Environmental Impact Assessment, in accordance with policy B8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

#### *Condition 56*

*“No development shall take place in relation to each phase of the Development as notified under condition 21 until the applicant, their agent or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the local authority.*

*Reason: Important archaeological remains may exist on the site. The requirements of this condition are to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development and to minimise damage to them in accordance with the Environmental Impact Assessment, in accordance with policy B8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Conditions 55 and 56**

- 28.2 The FCO and the basements to Blocks 1 and 2 of the same building were the subject of a previous phase of building recording pursuant to a Specification and Written Scheme of Investigation (WSI) by International Heritage and Conservation Management Ltd (IHCM), dated April 2008. The recording work was subsequently carried out in accordance with those documents between May and September 2008 by Pre-Construct Archaeology Ltd (PCA), resulting in a report by PCA dated December 2009. Whilst the latter report refers to the prior approval of the Specification and WSI by the Local Planning Authority, there is no record of any such approval with the applicant or LB Camden. Consequently, the Specification and WSI are both resubmitted for approval pursuant to Condition 55.
- 28.3 A further WSI for building recording works to all twenty four Wharf Road Arches has been prepared by Museum of London Archaeology Ltd (MOLA), and is submitted for approval.
- 28.4 A WSI for archaeological investigation and mitigation for the Fish & Coal Offices and Eastern Wharf Road Arches has also been prepared by MOLA and is submitted for approval pursuant to Condition 56. This WSI covers the works proposed to both the buildings and surrounding landscape,

including:

- internal excavations to the buildings to create a new ground bearing floor slab;
- localised removal of material for lift pits and services;
- creation of a new plantroom below the existing Wharf Road; and
- excavation of existing hard standing and associated sub-bases to implement soft landscaping proposals

28.5 The details provided in the documents described above meet the requirements of Conditions 55 and 56 and are submitted for approval.

## Condition 60 (Amenity – Plant Noise)

### 29.1 The condition and its reason state:

*“Applications for approval of Reserved Matters shall include full particulars of the noise impact of any plant or equipment included in that application which shall meet the following standards unless otherwise agreed in writing by the local planning authority:*

- (a) *noise levels at a point 1 metre external to sensitive facades to be at least 5dB(A) less than the existing background measurement ( $L_{A90}$ ) expressed in dB(A) when all plant/equipment are in operation;*
- (b) *where it is anticipated that any plant/equipment will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps) special attention to be given to reducing the noise levels from the piece of plant/equipment at any sensitive façade to at least 10dB (A) below the  $L_{A90}$ , expressed in dB (A).*

*Reason: To ensure a sustainable development and to safeguard the amenities of the development and adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with SD1, SD6, SD7 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Condition 60

- 29.2 A baseline noise monitoring survey by The English Cogger LLP (dated June 2007) was previously submitted to and approved by LB Camden<sup>1</sup> in order to discharge the requirements of Condition 59. A further survey was subsequently carried out between December 2007 and March 2008 to include the ‘Triangle site’, resulting in a revised report dated April 2008. Those reports, referred to collectively as the ‘Baseline Noise Survey’ were undertaken to determine the pre-existing ambient noise levels across the King’s Cross Central site, prior to the commencement of any construction works.
- 29.3 In conformity with Condition 60, all noise generating building services plant/equipment will be specified and installed to achieve an acoustic performance at neighbouring sensitive facades (i.e. housing, schools, hospitals, offices and workshops), of at least 5 dBA below the prevailing baseline, as defined by the above report in relation to Condition 59.
- 29.4 Taking into account the most relevant baseline monitoring locations set out in the Baseline Noise Survey, the following minimum background noise levels are applicable to this development site:

Location	Minimum background noise level, $L_{A90}$ , 15 min (dB)		
	Day (07:00-19:00)	Evening (19:00-23:00)	Night (23:00-07:00)
Granary west measurements	45	47	42
Fish and coal measurements	54	53	46

- 29.5 Consequently, on the basis that building services plant/equipment associated with the

development does not exhibit any of the characteristics described in Clause (b) of Condition 60, the following noise limits are deemed to be appropriate to meet the requirements of part (a) of the condition:

Location/time of week	Noise limit for building services plant/equipment		
	Day (07:00-19:00)	Evening (19:00-23:00)	Night (23:00-07:00)
UAL, Western Transit Shed and Coal Drops	40	42	37
Buildings B6, B5 and B3, the northern end of the Zone A building and the CSNP	49	48	41

- 29.6 The above noise limits apply to all non-emergency building services plant operating simultaneously. With regard to emergency plant, discussions with LBC Environmental Health Department have established that this may have a 5 dB relaxation from the relevant criteria for normally operating plant.
- 29.7 To secure compliance with Condition 60, a further 5 dB reduction to the above criteria will be made where it is anticipated that any building services plant/equipment associated with the development will have the particular characteristics described in Clause (b) of Condition 60.
- 29.8 For the FCO/EWRA, neighbouring buildings are commercial and will be occupied during normal working hours. Therefore, the acoustic design works undertaken to date have been based on the daytime/evening noise limits set out in the table above. At night, the majority of plant will not be operational.
- 29.9 The design standards described above will be applied to any alternative plant selections made as a result of further design development.

## Conditions 64 and 65 (Amenity – Volume of Spoil Removal and Lorry Movements)

### 30.1 The conditions and their reasons respectively state:

#### Condition 64

*“Unless otherwise agreed in writing by the local planning authority the volume of spoil removed from the site shall not exceed 270,000 cubic metres within any calendar year.*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

#### Condition 65

*“Unless otherwise agreed in writing by the local planning authority the number of lorry movement removing spoil from the site shall not exceed 31,500 within any calendar year.*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Conditions 64 and 65

- 30.2 The question of managing spoil resulting from earthworks for Zone I is covered in the ERP included separately with this submission to satisfy Condition 18. As stated in our response to that condition, the necessary earthworks to refurbish the FCO and EWRA, along with the associated landscaping works would remove up to 2,121m<sup>3</sup> of material from the site.
- 30.3 Where possible, suitable surplus material will be redeployed within the KXC development, where fill is needed. However, for the purposes of this condition, we have assumed that the full amount of excavated spoil will be removed by lorry for off-site disposal. As such the figures below represent a worst-case scenario in terms of spoil removal and lorry movements. The net position over the relevant period for Development Zone D and associated public realm alongside other zones where earthworks will be under way is summarised in Table 30.1. The position for the last year (2013) is also shown for information.

Development Area	Volume of Spoil Removal (m <sup>3</sup> )		
	2014	2015	2016
R5 South	5,883	0	0
Building T5	673	0	0
Zone A	0	16,783	33,566
Midland Goods Shed & Handyside Canopies	2,691	0	0

German Gymnasium, Battle Bridge Place & Clarence Passage	420	0	0
Cubitt Park and Square	17,275	0	0
Gas Holder Park and Canal Reach (South)	0	2,000	0
<i>Gasholder Triplet Enabling Works</i>	32,149	0	0
<b><i>Fish &amp; Coal Offices, Eastern Wharf Road Arches and associated landscaping</i></b>	0	2,121	0
<b>Total</b>	<b>59,091</b>	<b>20,904</b>	<b>33,566</b>

Table 30.1: Estimated net spoil removal for submitted/approved works

Notes

1 Building R2, which would require around 33,000 cubic metres of spoil to be removed, is not anticipated to form part of the current phase of works and has therefore been excluded from the above table.

2 The table excludes completed projects, or those which are nearing completion, which do not give rise to any further spoil removal. These include the Regent's Canal, Goods Way and King's Boulevard ('SEFI'), the Eastern Goods Yard, Buildings R4, R5 North, T6, J, B3, E1, B1, P1, T1, Handyside Park, the Zone B Basement (excluding B6, which is included in the revised scheme figure), Station Square, the Great Northern Hotel, Gasholder No.8 Enabling Works, the Zone A Enabling Works, the Shared Service Yard/Access Ramp (North and South) and the Interim Service Road.

3 The commencement date for construction of R5 South is dependent on the phasing of other projects within the KXC development. For the purposes of this condition, it is therefore assumed that 100% of the excavation and soil export for R5 South will take place in 2014 (this being the earliest possible start date for the development).

- 30.4 The annual removal figures are all much lower than the annual site-wide limit for spoil removal of 270,000m<sup>3</sup> specified by Condition 64.
- 30.5 In the table below these figures are converted to lorry movements, based on the Environmental Statement assumption of 8.5m<sup>3</sup> of load for each lorry:

Development Area	Volume of Spoil Removal (m <sup>3</sup> )		
	2014	2015	2016
R5 South	692	0	0
Building T5	80	0	0
Zone A	0	1,975	3,949
Midland Goods Shed & Handyside Canopies	317	0	0
German Gymnasium, Battle Bridge Place & Clarence Passage	49	0	0
Cubitt Park and Square	2,032	0	0
<i>Gas Holder Park and Canal Reach (South)</i>	0	235	0
<i>Gasholder Triplet Enabling Works</i>	3,782	0	0

<i>Fish &amp; Coal Offices, Eastern Wharf Road Arches and associated landscaping</i>	0	250	0
<b>Total</b>	<b>6,952</b>	<b>2,460</b>	<b>3,949</b>

Table 30.2: Anticipated net spoil exported from the KXC site (lorry movements)

- 30.6 As with the volume assessment, the lorry totals for each year demonstrate that the annual lorry numbers will be much less than the maximum of 31,500 lorries for any given year, as specified by Condition 65.

## Conditions 66 and 67 (Amenity – Lorry Movements Importing Infrastructure and Construction Materials)

30.7 The conditions and their reasons respectively state:

*Condition 66*

*“Unless otherwise agreed in writing by the local planning authority the number of lorry movements importing infrastructure materials to the site shall not exceed 8,300 within any calendar year.*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

*Condition 67*

*“Unless otherwise agreed in writing by the local planning authority the number of lorry movements importing construction materials and plant to the site shall not exceed 73,000 within any calendar year.*

*Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment, in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Conditions 66 and 67

- 30.8 Infrastructure materials are not defined in the condition or elsewhere in the planning permission document, but adopting a consistent approach with previous Reserved Matters submissions, they are taken to include road/paving build-up, kerbs, lighting poles, manholes/gullies, utility pipes and ducts and associated backfill and bedding provisions, landscape build-up and trees/planting and piling mats.
- 30.9 Since infrastructure materials make up only a small element of the incoming materials refurbishment of FCO and EWRA, it is considered appropriate in this case to combine this aspect covered by Condition 66 with the construction materials covered by Condition 67, both conditions being similarly constructed. Taking the two elements together, the numbers of lorries delivering infrastructure and construction materials to the FCO and EWRA, together with deliveries to other approved or submitted works in KXC, is estimated to be as set out in Table 31.1 over the projected construction period:

Development Area	2014	2015	2016	2017	2018
Zone B Public Realm	100	0	0	0	0
Building B1	999	0	0	0	0
Building B4	656	0	0	0	0
Building B3	997	0	0	0	0
Handyside Park and Wharf Road	0	288			



Building E1	168	0	0	0	0
Building P1	3,385	1,285	0	0	0
Building T1	2,733	709	0	0	0
R5 South	2,690	375	0	0	0
Building T5	3,810	450	0	0	0
Zone A		7,280	8,320	5,200	1,300
Midlands Goods Shed and Handyside Canopies	350	0	0	0	0
German Gymnasium and Revised Landscaping for Battle Bridge Place	515	345			
Cubitt Park and Square	848	0	0	0	0
Zone B Basement	2,430	0	0	0	0
Gas Holder Park and Canal Reach (South)	0	355	0	0	0
Gasholder Triplet Enabling Works	416	0	0	0	0
<b>Fish &amp; Coal Offices, Eastern Wharf Road Arches and associated landscaping</b>	<b>260</b>	<b>312</b>			
<b>Total</b>	<b>20,357</b>	<b>11,399</b>	<b>8,320</b>	<b>5,200</b>	<b>1,300</b>

Table 31.1: KXC projected lorry movements for infrastructure and construction materials

Notes:

1: Building R2, which would require around 12,900 lorry movements, is not anticipated to form part of the current phase of works and has therefore been excluded from the above table.

2: The table excludes completed projects, specifically, the Regent's Canal, Goods Way and King's Boulevard ('SEFI'), the Eastern Goods Yard, Buildings R4, R5 North, T6, J, B2, B3, B4, Handyside Park, the Zone B Basement (excluding B6, which is included in the revised scheme figure), Station Square, the Great Northern Hotel, Gasholder No.8 Enabling Works, the Zone A Enabling Works, the Shared Service Yard/Access Ramp (North and South) and the Interim Service Road.

3: The commencement date for construction of R5 South is dependent on the phasing of other projects within the KXC development. For the purposes of this condition, the anticipated lorry movements have been included for 2013 to 2015, representing the earliest possible start date for the development.

30.10 The figures for any one year are only a small proportion of the overall combined limit of 81,300 lorries (8,300 plus 73,000) for infrastructure and construction materials under Conditions 66 and 67 for the KXC site as a whole for any one calendar year. The conditions, therefore, would be met.

PART 2

**PROPOSED CONSERVATORY EXTENSION  
PLANNING POLICY REVIEW**

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## Introduction

- 30.11 Part 2 of this Compliance Report supports an application for planning permission for the removal of the existing roof to Block 4 of the FCO and construction of a new conservatory associated with the retail (Class A4) use at ground floor level of Blocks 4 and 5. In particular, it provides an assessment of the proposals against the relevant current planning policies adopted by the Greater London Authority in its London Plan (2011, as amended) and by LB Camden in its Core Strategy and Development Policies documents (2010).
- 30.12 Although the principle of retail (A1-A5) and office (B1) use in the FCO was established through the KXC Outline Planning Permission and Annex E of the Development Specification, the removal of the roof and its replacement with a new structure and associated floorspace were not envisaged. Consequently, this floorspace is not included in Table 2 or Annex B of the Development Specification document.
- 30.13 A new full planning permission has therefore been submitted for the proposed development of the conservatory (including removal of the existing modern roof) and the additional floorspace rather than it forming part of the related Reserved Matters submission.
- 30.14 The application is made by KCCLP in conjunction with the Reserved Matters submission for the refurbishment and re-use of the FCO and EWRA and shares the same supporting documents, as listed in Section 1 of this report.
- 30.15 The planning application boundary is shown in red alongside the Reserved Matters submission boundary on submitted drawing 520\_PL\_002, reproduced as Plan 1 at the end of Section 1. Although it extends around the entirety of the FCO building, the works proposed under the application are limited to Block 4. A further drawing (ref KXC-PLAN-PLAP-05-A-P01) is submitted to show the extent of the applicant's ownership of the site and the surrounding area.
- 30.16 A full description of the site context and the proposed works to refurbish and re-use the FCO and EWRA are provided in Section 1 and the submitted UDR. However it is formally described for the purposes of the application as follows:
- "Removal of existing roof structure of Block 4 of the Fish and Coal Offices and replacement with a new roof slab and conservatory structure for retail (Class A4) use."*
- 30.17 The UDR also constitutes the Design Statement for the purposes of this application and sets out in detail the rationale for and design of the conservatory extension, including other options which were explored and discounted. For ease, this information is also summarised below.

### Rationale and Design

- 30.18 As noted previously in this report, the FCO will be occupied by Jamie Oliver Limited for offices and retail (food and drink) uses in accordance with the uses approved for the building at the outline stage. The tenant will operate the bar and ancillary dining within the retail unit in Blocks 4 and 5 of the FCO, of which the proposed conservatory forms part. In order to meet the needs of Jamie Oliver Limited, and indeed any future tenant, the design team has looked at options to re-use the flat roof on the adjacent Block 5 as a roof terrace and provide additional retail space and access to the terrace by way of Block 4. In doing so, the design team were mindful of the need to sensitively house the necessary ductwork to bring the FCO (and EWRA) up to modern office and retail standards, and the objectives of Annex E and the Initial Conservation Plan to take full advantage of the strong visual and physical links of the FCO with the Regent's Canal. The team

also saw the opportunity to bring life and activity to the canal towpath beyond simply opening up the arches as had been envisaged in those earlier documents.

- 30.19 Other functional benefits of the conservatory include the opportunity for a green roof and providing level access to the Block 5 roof terrace (this could otherwise not be achieved as there is not sufficient space to accommodate a lift in Block 5 itself).
- 30.20 Various options for the design of the conservatory were explored by the design team, including the re-use of the existing modern pitched roof on Block 4 (constructed in the 1990s following the earlier fire) and a raised pitched room structure. Both were discounted on practical and design grounds, including in the case of the former, the inadequate floor to ceiling height to house the necessary plant and the inability to accommodate any floorspace or provide access to the Block 5 terrace. Whilst a new raised pitched roof addressed both of these concerns, it was considered to appear heavy and imposing, and would be a dishonest intervention to the building, neither representing the original roof or a distinctively contemporary addition. Following consultation with officers of LB Camden at the pre-application stage, a design was developed which featured a lightweight flat roof and full glazing around the north, west and south facades, as described in Section 1 of this report and the submitted UDR.
- 30.21 The design approach to the conservatory reflects similar contemporary additions within the KXC development (for example the extension to the West Granary Offices within the Grade II listed Eastern Goods Yard) and indeed the incremental development of the FCO itself. In particular, it builds upon some of the acknowledged attributes of the FCO such as:
- Variety;
  - Signs of incremental change over time;
  - Generosity of scale;
  - Robust and not manicured; and
  - Functionality
- 30.22 The proposed conservatory will provide 82m<sup>2</sup> GEA (or 73m<sup>2</sup> GIA) of retail (A4) floorspace. Consistent with the approach adopted by the Outline Planning Permission, this figure excludes 20m<sup>2</sup> GEA (or 17m<sup>2</sup> GIA) of plant. Consequently, the total GIA for the conservatory is 90m<sup>2</sup>.

### **Planning Policy Context**

- 30.23 The spatial development strategy for London, the London Plan, was published by the Mayor in July 2011, with Revised Early Minor Alterations (REMA) published on 11 October 2013. From this date, the REMA are operative as formal alterations to the London Plan. The document (incorporating the REMA) is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.
- 30.24 The London Borough of Camden Local Development Framework ('LDF') was adopted in November 2010 comprising the Core Strategy, Development Policies document, Camden Planning Guidance and Site Allocations Document.
- 30.25 The Core Strategy 2010-2025 sets out the key elements of the vision for the Borough and is a central part of the LDF. It is supported in terms of detailed development management by the Development Policies Document 2010-2025 ('DPD'), adopted at the same time.
- 30.26 The London Borough of Camden's Site Allocations document sets out the following expectations

for development in the Kings Cross Growth Area:

- *Be carried out in accordance with the Council's Core Strategy approach to the King's Cross Growth Area*
- *Take account of key objectives set out in the adopted planning brief where they still remain relevant*
- *Within the King's Cross Central site, be carried out in accordance with the outline planning permission (reference: 2004/2307/P), section 106 agreement and associated permissions and reserved matters approvals*
- *Support an appropriate balance of retail and food and drink uses within and around the stations for travellers and the local residential and working populations*
- *Have particular regard to the settings of heritage assets and opportunities for enhancing the qualities, accessibility and bio-diversity value of the canal*

30.27 Also relevant is the Regent's Canal Conservation Area Appraisal and Management Strategy, adopted on 11 September 2008. The application site falls within 'Sub-area 3' (the Railway Lands) and is described in the following terms:

*"The Coal and Fish Offices face the Granary Building and were constructed in phases dating from 1852. The different periods of each building are distinguished by their heights. The roofs to these buildings have been recently refurbished."*

30.28 For ease, the following sections are divided into four policy areas. Each section sets out the relevant regional and local policies, followed by an assessment of the proposed scheme against those policies:

- Land Use
- Design & Conservation
- Amenity
- Sustainability

## Land Use

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### Principle of Retail Use & Quantum of Development

30.29 The relevant planning policies are as follows:

*London Plan*

**Policy 2.10** - Developments should support the strategic priorities of the Central Activities Zone including sustaining and enhancing the distinctive environment and heritage of the CAZ and improving the retail offer.

**Policy 2.11** - Developments should seek solutions to constraints on commercial development imposed by heritage designations without compromising local environmental quality, including through high quality design to complement these designations.

**Policy 4.7** - The scale of proposed retail development should be related to the size, role and function of a town centre and its catchment.

*LB Camden Core Strategy*

**Policy CS7** - A range of shops, services, food, drink and entertainment and other suitable uses should be provided to provide variety, vibrancy and choice. Retail growth in the range of 20,000 square metres net retail floorspace is promoted at King's Cross/St Pancras.

**Policy CS9** - The Council supports and promotes the Central London Area of Camden as a successful and vibrant part of London to live in, work in and visit seeking a balance between economic growth and preserving its existing character and amenity.

*LB Camden Site Allocations*

**Site 1 (King's Cross Growth Area)** - Development will be expected to:

- Be carried out in accordance with the Council's Core Strategy approach to the King's Cross Growth Area
- Within the King's Cross Central site, be carried out in accordance with the outline planning permission (reference: 2004/2307/P), section 106 agreement and associated permissions and reserved matters approvals
- Support an appropriate balance of retail and food and drink uses within and around the stations for travellers and the local residential and working populations

### Use

- 30.30 As set out in Part 1 of this document, the principle of retail use (Classes A1-A5) within the FCO was approved as part of the KXC Outline Planning Permission. Both Table 2 and Annex B of the Revised Development Specification recognise these uses within Development Zone I, of which the FCO forms part.
- 30.31 Further, as explained in Section 18, Parameter Plans KXC 008 and KXC 009 any permitted use (i.e B1 and A1-A5) at the upper levels of the building and predominantly retail (A1-A5) at the ground floor level.
- 30.32 The proposed conservatory will be put to A3/A4 use, associated with the bar and ancillary dining space within Blocks 4 and 5 of the FCO. The use is therefore consistent with the Outline Planning Permission and meets the expectation of the Site Allocations document for the King's Cross

Growth Area (Site 1) for development within the KXC site to be carried out in accordance with that permission.

- 30.33 The proposed extension is of a commensurate scale to the retail unit within the FCO, facilitating its use a dining space associated with the bar at ground floor level. The conservatory will also allow access to an adjacent roof terrace for customers on Block 5. Consequently, it will have a positive relationship with the adjoining uses within the FCO and indeed the wider KXC site. In particular, the conservatory relates well to the existing restaurant offer within the Granary Building (i.e. the Grain Store and Caravan) and the intended retail destination within the Coal Drops buildings, generating activity in the area and contributing to the range of food and drink outlets for residents and visitors.
- 30.34 The proposed use subscribes to the wider current strategic priorities of the Borough set out in Core Strategy Policies CS7 and CS9. The addition of the proposed conservatory completes the design and vision of what is envisaged to become a destination restaurant for Camden, and adds to the variety, vibrancy and choice of dining offers within King's Cross Central, and indeed Camden. The building is already located within an area which has been designated for significant retail growth, reflected in the permitted uses under the Outline Planning Permission. As part of the wider FCO/EWRA development, the proposed development will promote this part of Camden as a successful and vibrant part of London. It's design, summarised previously and set out in detail within the Urban Design Report, achieves a balance between preserving the building's character and contributing to the economic growth of the area, securing the future of this building by creating a commercially viable space which meets the needs of the prospective tenant (Jamie Oliver Limited), whilst maintaining the building's appeal to future tenants.

#### Quantum

- 30.35 The GEA of the proposed conservatory, excluding plant space, is 82m<sup>2</sup>. The retail floorspace relating to the rest of the FCO unit is 243m<sup>2</sup>. The conservatory would therefore equate to approximately 25% of the total floorspace for that unit.
- 30.36 Although the proposed floorspace within the conservatory falls outside the Outline Planning Permission, Table 34.1 below demonstrates that it would not exceed the total permitted floorspace in Development Zones I and M when considered alongside the FCO as a whole.

	Retail Floorspace GEA (sqm) <sup>1</sup>
Fish & Coal Offices/Eastern Wharf Road Arches <i>(excluding conservatory floorspace)</i>	963
Conservatory extension Full Planning	82
TOTAL:	1,045
Maximum GEA permitted in Zones I/M by Outline Planning Permission	9,165

Table 34.1 – Proposed floorspace to date in Zones I/M

Notes:

1. GEA figures calculated in accordance with Annex B of Outline Planning Permission P/2004/2307

- 30.37 The quantum of development proposed is therefore in compliance with the Outline Planning

Permission, and in turn the borough's Site Allocations document.



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## Design and Conservation

### Architectural Design

30.38 The key relevant planning policy is as follows:

*London Plan*

**Policy 7.1** - Development should be designed so that the layout, tenure, and mix of uses interface with surrounding land and improve people's access to social and community infrastructure, the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

Development should enable people to live healthy, active lives; should maximise the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place.

The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.

**Policy 7.2** - The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.

**Policy 7.4** - Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

**Policy 7.6** - Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. Development should optimise the potential of sites.

*LB Camden Core Strategy*

**Policy CS1** - Development should make full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site.

**Policy CS2** - Development in growth areas should maximise site opportunities, provide appropriate links to, and benefits for, surrounding areas and communities and be in accordance with the Council's aspirations and objectives for that area.

**Policy CS14** - Development should be of the highest standard of design that respects local context and character.

30.39 The quality of the proposed design for the proposed conservatory is of a high standard, in accordance with the planning policy above.

30.40 The design approach taken by the project architects, David Morley Architects, combines a light touch to the majority of the existing building fabric of the FCO. The conservatory roof extension with external terrace is an intervention to the FCO that is proposed to secure its future use while contributing to maximising the opportunities presented by the building. Furthermore, the use proposed within the conservatory will enhance the sense of activity in this area and increase public access to the canal frontage.

30.41 Furthermore in design terms, the new conservatory will:

- Replace an existing roof which is a modern replacement (c. 1990's) of the original construction and therefore does not have any heritage value.
- Provide level access to the Block 5 roof terrace, which could otherwise not be provided as there is not sufficient space to accommodate a lift in Block 5 itself;

- Visually conceal restaurant kitchen extract plant without reducing animation to Wharf Road façade or Wharf Road Arches;
  - Bring more people to the canal frontage in line with the aspirations of the Canal and River Trust;
- 30.42 The new conservatory and adjacent roof terrace will complement its historical context, including the modern extension to the south façade of the West Granary Office, on the opposite side of Granary Square. Both modern interventions feature metal frame constructions with large transparent elements and upper level external terrace spaces. The choice of materials for the conservatory will be similar to that of the West Granary Office extension so that the building further responds to the adjacent development.
- 30.43 The Urban Design Report accompanying this planning application provides a detailed explanation and assessment of the proposed design, clearly demonstrating how it relates to the existing character of its location and the surrounding community.

### **Heritage & Townscape**

- 30.44 The key relevant planning policy is as follows:

#### *London Plan*

**Policy 2.10** - *The Mayor will and boroughs should...sustain and enhance the distinctive environment and heritage of the CAZ, recognising both its strategic components such as the River Thames, the Royal Parks, World Heritage Sites, designated views and more local features including the public realm and historic heritage, smaller open spaces and distinctive buildings, through high quality design and urban management.*

**Policy 7.3** - *Development proposals along London's canal network...should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.*

**Policy 7.4** - *Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.*

**Policy 7.8** - *Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

**Policy 7.9** - *Regeneration schemes should make use of heritage assets and reinforce the qualities that make the heritage asset significant. This includes buildings, landscape features and views.*

**Policy 7.11** - *The Mayor has designated a list of strategic views that he will keep under view. These views are seen from places that are publically accessible and well used...*

*Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground or background of that view.*

**Policy 7.12** - *New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements.*

#### *LB Camden Core Strategy*

**Policy CS5** - *Development in Growth Areas should protect and enhance the environment and heritage of local communities.*

**Policy CS14** - Development should be of the highest standard of design that respects local context and character, and preserve and enhance Camden's rich and diverse heritage assets and their settings including Conservation Areas, as well as protecting important views of St Paul's Cathedral and the Palace of Westminster and local views.

**Policy CS15** - The importance of the canal is highlighted further in Core Strategy Policy CS15, which states:

"The Council will preserve and enhance the Regent's Canal by:

q) balancing the differing demands on the Canal, its towpath and adjoining land;

r) implementing opportunities to make the Canal a safer place;

s) applying the guidance in the Regent's Canal Conservation Area Management Strategy;

t) implementing opportunities to provide additional nature conservation areas and improve the role of the Canal and its adjoining land as a habitat corridor (green chain);

u) working with British Waterways, Natural England, other land owners/developers, users and the local community to improve the Canal and towpath."

*LB Camden Development Policies*

**Policy DP24** - The following aspects of design should be considered in all developments, including alterations and extensions to existing buildings including the following:

"a) character, setting, context and the form and scale of neighbouring buildings;

b) the character and proportions of the existing building, where alterations and extensions are proposed;

c) the quality of materials to be used;

d) the provision of visually interesting frontages at street level;

e) the appropriate location for building services equipment;"

*LB Camden Site Allocations*

**Site 1** - Development in the King's Cross Growth Area should have particular regard to the settings of heritage assets and opportunities for enhancing the qualities, accessibility and bio-diversity value of the canal.

*Development should have particular regard to...opportunities for enhancing the qualities, accessibility and bio-diversity value of the canal.*

- 30.45 The proposed site is located within the Regent's Canal Conservation Area, but the FCO on which the conservatory is proposed, is not listed.
- 30.46 The proposal helps to secure a long-term future for the most important heritage structures on the KXC site, with various defined works to facilitate their economic refurbishment and use. A Heritage Baseline Study by IHCM Ltd was undertaken as part of the Environmental Impact Assessment which supported the outline planning application to assess the significance of each building within the KXC site and was used to inform the notable features, works to facilitate future use and refurbishment parameters set out in Annex E of the Main Site Development Specification. The modern roof structure of Block 4 dates to the 1990s and was constructed after the fire which gutted a large part of the FCO. It was not considered significant under the Heritage Baseline Study and is not listed as a notable feature in Annex E. The proposal for the conservatory seeks to follow the essence of the Outline Planning Permission for the KXC site, and its removal is considered to

be acceptable in heritage terms.

- 30.47 The visual appearance and materials used, as set out in the Urban Design Report which accompanies this submission, of the new conservatory will be sensitive to the historic building and the setting of other surrounding heritage assets, in line with the relevant London Plan and LDF policies described above. It will be a modern intervention which will be lightweight and a contemporary design has been developed to celebrate the contrast between old and new. The scale and arrangement of the conservatory has been designed to respect the original form of the building on which it is proposed, in particular to replicate the existing stepped roofscape; and to respond to its context and wider setting.
- 30.48 It is proposed that the new conservatory structure will be clad with full height glazed windows which will be located behind the existing brick parapets on the north and south elevations of Block 4. The modern elements have purposefully been set back from the heritage features to respond to the hierarchy of the existing building.
- 30.49 The horizontal roof of the conservatory enhances the curved form of the existing southern wall of Block 4. The new tapered modern glazing that is located between the new roof and existing wall accentuates the curved and rising profile of the existing wall, further celebrating the historic form of the building. This will be visible from Camley Street Natural Park, the canal itself and the buildings in the south of King's Cross development that overlook the FCO.
- 30.50 Parameter Plan KXC015 Rev S (Strategic Views) approved as part of the Outline Planning Permission, requires any buildings lying within the strategic viewing corridors to St Paul's Cathedral from Parliament Hill and Kenwood House to meet specific height criteria. The FCO and EWRA are set within the Parliament Hill viewing corridor.
- 30.51 Whilst the proposed conservatory extension will result in a small increase in the height of Block 4 by 720mm, this will not result in an increase in the overall maximum height of the FCO set by the Outline Planning Permission for the KXC site as being appropriate in this setting. The proposals do not contravene the Strategic View Corridor height constraints, therefore accord with London Plan Policy 7.12 and Core Strategy Policy CS14.
- 30.52 Glazing on the south façade of the new conservatory will include inward opening casement windows to facilitate further engagement with the Regent's Canal in the warmer months, as well as the roof terrace on Block 5 which will bring more people to the canal frontage, it is therefore aligned with the aspirations of the Canal and River Trust and the already established KXC Urban Design Guidelines for the north of the site.
- 30.53 In the winter months the conservatory will provide more opportunity for the public to view and experience the canal and wider environment, when the weather does not facilitate outdoor activities on the terrace.
- 30.54 The use of the conservatory and terrace will increase the natural surveillance of the canal towpath, and particularly in the evening, helping to improve the safety of its users.
- 30.55 The proposed conservatory and terrace therefore accords with the relevant planning policy, preserving its existing character, and improving its accessibility, safety and biodiversity.

### **Access & Inclusivity**

- 30.56 The key relevant planning policy is as follows:

*London Plan*

*Policy 7.2 - The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.*

**Policy 7.6** - Buildings and structures should meet the principles of inclusive design

*LB Camden Core Strategy*

**Policy CS14** - The Council will seek 'the highest standards of access in all buildings and places requiring schemes to be designed to be inclusive and accessible'

*LB Camden Development Policies*

**Policy DP24** - Accessibility is listed as one of the points for consideration in achieving the highest standards of design, and Policy DP29 sets out the following expectations of the Council relevant to this application:

*'a) expect all buildings and places meet the highest practicable standards of access and inclusion;*

*b) require buildings and spaces that the public may use to be designed to be as accessible as possible;*

*f) secure car parking for disabled people..'*

- 30.57 The conservatory at first floor can be accessed via a lift from the ground floor retail accommodation below. External access to ground floor is provided via the proposed entrance doors to the FCO, each having level thresholds. Ramped access is available from the surrounding public realm including the already completed Granary Square and the future Coal Drops Yard retail area.
- 30.58 Within the conservatory itself, the west elevation will consist of full height sliding doors which will provide level access to the Block 5 roof terrace. This benefits the wider proposals for the refurbishment of the FCO, as level access could otherwise not be provided to the roof terrace in this location, due to insufficient space to accommodate a lift in Block 5 itself.
- 30.59 Further detail can be found in the Access and Inclusivity Statement prepared by All Clear Designs which accompanies this Planning Application.
- 30.60 Based on the above, full and inclusive access is provided to the conservatory and therefore accords with the relevant planning policy above.

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## Amenity

### General

30.61 The key relevant planning policy is summarised as follows:

*London Plan*

**Policy 7.6** - Buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings.

*LB Camden Core Strategy*

**Policy CS1** - Development should make full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site'.

**Policy CS5** - The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

e) making sure that the impact of developments on their occupiers and neighbours is fully considered;

f) seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and

f) requiring mitigation measures where necessary.

**Policy CS7** - Food, drink and entertainment uses should not have a harmful impact on residents and the local area.

*LB Camden Development Policies*

**Policy DP12** - Development of shopping, services, food, drink, entertainment and other town centre uses must not cause harm to the character, function and viability of a centre, the local area of the amenity of neighbours, including the cumulative impact.

**Policy DP26** - The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity.

30.62 The FCO, incorporating the conservatory roof extension and terrace, are not located near to any residential properties and therefore the impact of the building and its proposed use, is limited to other commercial properties, occupied mainly in the daytime.

30.63 The principle of an A1-A5 use in this location was established through the Outline Planning Permission for the KXC site. Following these principles, the proposed conservatory does not seek to amend this use and its proposed floorspace sits within the approved development quantum (see section 34). The addition of the conservatory is not envisaged to have a negative impact on the site in terms of the character of its setting, as there is no impact to the operating hours, lighting and noise levels as a result of this use. Notwithstanding this, more specific aspects of

amenity are discussed further below.

## Noise

30.64 The key relevant planning policy is summarised as follows:

*London Plan*

**Policy 7.15** - Noise associated with development proposals should be reduced through the following:

*“a) minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals*

*b) separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation*

*c) promoting new technologies and improved practices to reduce noise at source.”*

*LB Camden Development Policies*

**Policy DP12** – Noise and vibration generated either inside or outside of the site is one of the factors which should be considered in ensuring the development of shopping, services, food, drink, entertainment and other town centre uses do not cause harm to the character, function and viability of a centre and the local area and the amenity of neighbours.

**Policy DP26** – Noise and vibration is one of the factors which should be considered in protecting the quality of life of occupiers and neighbours. The Council will only grant permission for development that does not cause harm to amenity.

30.65 Condition 60 of the KXC Outline Planning Permission requires all noise generating building services plant/equipment to be specified and installed to achieve an acoustic performance at neighbouring sensitive facades. An acoustic report has been prepared by Sandy Brown for the refurbishment of the FCO as a whole and demonstrates how the plant will meet the specified acoustic standards through various mitigation measures and therefore accords with London Plan Policy 7.15.

30.66 Plant serving the conservatory will be located in dedicated plant room within the conservatory extension and has been assessed as complying with the relevant standards as part of the wider scheme.

30.67 A small increase in noise can be expected as a result of the use of the external terrace to the roof of Block 5. However, given the location of the site within a retail area and that there are no residential properties in the vicinity, this would not have a harmful effect on local amenity.

## Lighting

30.68 The key relevant planning policy is summarised as follows:

*LB Camden Development Policies*

**Policy DP26** – Sunlight, daylight and artificial light levels is one of the factors which should be considered in protecting the quality of life of occupiers and neighbours. The Council will only grant permission for development that does not cause harm to amenity.

30.69 The external lighting design of the building has been developed in accordance with the Kings Cross lighting masterplan, which is considered acceptable and appropriate by the LB Camden for this setting.

30.70 Historically the FCO has been unlit and has a silhouette against the skyline; the proposed scheme respects this history by only providing external lighting to exits/entrances to provide a safe

environment for visitors and staff during the hours of darkness. It is intended that the building's dark form will be in contrast with the controlled light within the building which can be seen through the windows, including the conservatory. The lighting emitted from the proposed conservatory is designed not to compete with the Granary Building, which is washed with light from ground level, or the Granary Square fountains, opposite the proposal.

### **Privacy and Overlooking**

30.71 The key relevant planning policy is summarised as follows:

*LB Camden Development Policies*

***Policy DP26** – Visual privacy and overlooking, and overshadowing and outlook are factors which should be considered in protecting the quality of life of occupiers and neighbours. The Council will only grant permission for development that does not cause harm to amenity.*

30.72 The conservatory does not overlook any properties and therefore causes no harm to amenity.

### **Wind and Microclimate**

30.73 The key relevant planning policy is summarised as follows:

*London Plan*

***Policy 7.6** - states "buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate..."*

*LB Camden Development Policies*

***Policy DP26** – Microclimate is one factor which should be considered in protecting the quality of life of occupiers and neighbours. The Council will only grant permission for development that does not cause harm to amenity.*

30.74 As the existing scale and form of the building is to remain largely unchanged, the impact of the proposals on the local micro-climate will be limited to the following:

- Solar reflections created by new glazing;
- Improved ecology habitat due to a new green roof and planters to roof terrace.

30.75 Solar reflections may be created by the new roof level conservatory to Block 4. The glazing predominantly faces north towards Granary Square and south towards the Regent's Canal. Due to the solar orientation, reflections towards Granary Square will be minimal, though it is likely that there will be increased reflections southwards towards the Regent's Canal. However the scale of these reflections will not be significantly more than would have occurred prior to the building fire when the original windows were present.

30.76 The proposed green roof on the new conservatory and the planters located along the north façade of the conservatory and block 5 roof terrace will have a positive effect on the local ecology habitat. They will also help to provide a visual ecological link between the Camley Street Natural Park and the new landscaping scheme proposed along the Wharf Road Viaduct.

### **Air Quality**

30.77 The key relevant planning policy is summarised as follows:

*London Plan*



**Policy 7.14** – Development proposals should minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote greater use of sustainable transport modes through travel plans. Proposals should promote sustainable design and construction to reduce emissions from demolition and construction following GLA best practice guidance. Proposals should not cause further harm to areas of existing low air quality, with measures to reduce emissions (where needed) to be on-site wherever possible.

*LB Camden Development Policies*

**Policy DP12** – Fumes likely to be generated and the potential for effective and unobtrusive ventilation is one of the factors which should be considered in ensuring the development of shopping, services, food, drink, entertainment and other town centre uses do not cause harm to the character, function and viability of a centre and the local area and the amenity of neighbours.

**Policy DP26** – Odour, fumes and dust is one factor which should be considered in protecting the quality of life of occupiers and neighbours. The Council will only grant permission for development that does not cause harm to amenity.

- 30.78 The whole of the London Borough of Camden, and therefore the Site, is designated as an Air Quality Management Area (AQMA).
- 30.79 The position of the conservatory is such that any fumes generated by the food retail use within it, will not affect any nearby residential properties. Extract fumes from the conservatory will be discharged at high level from the building via a chimney, in the same way as the kitchen exhausts.

### **Safety & Security**

- 30.80 The key relevant planning policy is summarised as follows:

*London Plan*

**Policy 7.3** - Development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating with measures to be incorporated at the design stage to ensure that overall design quality is not compromised.

*LB Camden Core Strategy*

**Policy CS17** - The Council intends to:

- a) work with our partners to tackle crime, fear of crime and anti-social behaviour;
- b) encourage appropriate security and community safety measures in buildings, spaces and the transport system;
- c) require developments to demonstrate that they have incorporated design principles which contribute to community safety and security, particularly in areas with relatively high levels of crime, in particular Camden Town, King's Cross, Bloomsbury, Covent Garden and Kilburn;
- d) ensure Camden's businesses and organisations take responsibility for reducing the opportunities for crime through effective management and design;
- e) promote safer streets and public areas; and
- f) address the impact of food, drink and entertainment uses, particularly in Camden Town, Central London and other centres.

- 30.81 As discussed above, the conservatory and external terrace will increase surveillance along the Regent's Canal towpath and also to the south west corner of Granary Square.
- 30.82 The conservatory therefore accords with the principle of Core Strategy Policy CS17, which aims to

make Camden a safer place.

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## Sustainability

### Energy

30.83 The key relevant planning policy is summarised as follows:

*London Plan*

**Policy 5.2** - Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following hierarchy:

- 1) 1 be lean: use less energy
- 2) be clean: supply energy efficiently
- 3) be green: use renewable energy

**Policy 5.3** - The highest standard of sustainable design and construction should be achieved in London to improve the environmental performance of new development

**Policy 5.6** - Development proposals should evaluate the feasibility of CHP systems and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites

**Policy 5.7** - The mayor seeks to increase the proportion of energy generated from renewable sources, and expects that the minimum targets for installed renewable energy capacity will be achieved

*LB Camden Core Strategy*

**Policy CS13** - The Council “will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation by:

*ensuring patterns of land use that ... help support local energy networks;*

*promoting the efficient use of land and buildings;*

*minimising carbon emissions from the redevelopment, construction and occupation of buildings by implementing, in order, all of the elements of the following energy hierarchy: 1. ensuring developments use less energy, 2. making use of energy from efficient sources, such as the... King’s Cross...decentralised energy networks; 3. generating renewable energy on-site; and*

*ensuring buildings and spaces are designed to cope with, and minimise the effects of, climate change.*

*The Council will have regard to the cost of installing measures to tackle climate change as well as the cumulative future costs of delaying reductions in carbon dioxide emissions”*

*The Council will promote local energy generation and networks by:*

*e) working with our partners and developers to implement local energy networks in the parts of Camden most likely to support them, i.e. in the vicinity of...*

*- the growth areas of King’s Cross; Euston; Tottenham Court Road; West Hampstead Interchange and Holborn;....*

*– existing or approved combined heat and power/local energy networks (see Map 4); and other locations where land ownership would facilitate their implementation.”*

- 30.84 The Environmental Sustainability Plan which accompanies this application demonstrates that wherever possible, opportunities have been taken to maximise the energy efficiency of the proposed conservatory roof extension. It contributes to an overall estimated reduction in carbon emissions of approximately 4-5% over a Part L 2B Notional Building, for the whole scheme.
- 30.85 The conservatory will be insulated and thermally separate from the rest of the building structures, using draught proof doors to the same insulation standards as the existing buildings as well as treatment to thermally separate the conservatory floor/ceiling interface to Block 4. It will have independently controlled heating and cooling systems which will ensure the energy use is only as required.
- 30.86 Openable windows will provide natural ventilation to the space and low glazing g-values will help to minimise solar heat gains in summer and low U-values will help to help mitigate heat losses in winter. The conservatory structure will support a green roof, which will help to further reduce solar heat gains in summer and protect from heat loss throughout winter.
- 30.87 This approach is consistent with the Mayor’s energy hierarchy in seeking to reduce energy demand, ensuring the maximum energy efficiency is achieved.
- 30.88 The FCO will be temporarily serviced by a high efficiency temporary gas boiler for space heating and domestic hot water, and a highly efficient air cooled chiller for cooling, until the completion of the adjacent Coal Drops Yard development.
- 30.89 Completion of the adjacent Coal Drops development will provide an opportunity to centralise plant for the Coal Drops, FCO and EWRA and Pavilion H and provide greater energy saving and reduce carbon emissions further through connection to the King’s Cross District Energy Network. Further detail is provided within the Environmental Sustainability Plan which accompanies this application.
- 30.90 The above energy strategy accords with planning policy relating to the promotion of decentralised energy networks.

### **Transport**

- 30.91 The key relevant planning policy is summarised as follows:

*LB Camden Core Strategy*

*Policy CS13 - The Council “will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation by ensuring patterns of land use that minimise the need to travel by car and help support local energy networks;*

- 30.92 In line with the objective to reinforce pedestrian priority in on and around the Wharf Road Viaduct, the proposal has no designated vehicle parking. However, two accessible parking spaces will be located on Goods Way adjacent to the Camden Council Building in association with the FCO and EWRA and so will be for use by users of the conservatory. These spaces will be restricted to ‘blue badge’ holders only and will be monitored by the Estate Management team to ensure they are not misused.
- 30.93 Due to space constraints cycle parking facilities for visitors to the building and the staff for the retail spaces will be provided in the Wharf Road public realm – refer to landscape drawing 279.14(08)5001.

## **Biodiversity**

30.94 The key relevant policy is summarised as follows:

*London Plan*

***Policy 5.10** - Development proposals should “integrate green infrastructure”, (including tree planting, green roofs and walls) “and soft landscaping to contribute to urban greening, including the public realm”. This is set in the context of the Mayor’s aim to increase the amount of surface area greened in the Central Activities Zone by at least five per cent by 2030.*

*LB Camden Site Allocations*

***Site 1** - Development should have particular regard to...opportunities for enhancing the qualities, accessibility and bio-diversity value of the canal.*

- 30.95 Whilst only a small element within the wider refurbishment of the FCO, the proposed conservatory and terrace make a valuable contribution to urban greening.
- 30.96 A planter will be incorporated behind the existing brick parapet wall on the north façade of the new conservatory. This will extend across the front of the block 5 terrace and together with the green roof will add to the overall 'greening' of the wider site and have a positive effect on the local ecology habitat.
- 30.97 As the canal is a protected bat corridor, there will be no external lighting to the building along the Regent's Canal in order to avoid disturbance to bats at night. In addition internal light sources will be designed so that they do not create excessive ambient light spill.

## **Water**

30.98 The key relevant policy is summarised as follows:

*London Plan*

***Policy 5.15** - Development is expected to minimise the use of mains water by incorporating water saving measures and equipment.*

*LB Camden Development Policies*

***Policy DP22** - The Council will require development to incorporate sustainable design and construction measures and to be resilient to climate change by incorporating appropriate climate change measures including efficient water use and re-use of water.*

- 30.99 The refurbishment of the FCO and EWRA as a whole will incorporate measures to make efficient use of water, including a rainwater harvesting system and the installation of water efficient sanitary ware.
- 30.100 Water meters will be installed to allow effective water management and monitoring to take place and sanitary supply shut off systems will be installed to avoid wastage when rooms are unoccupied. Major leak detection will also be provided to all mains water supply between and within the building.
- 30.101 As a retained building, opportunities to integrate SUDs into the scheme are limited. Nonetheless, the green roof proposed on top of the new conservatory will help reduce the peak flow and the total volume discharged from the roof by attenuating or retaining rainfall and, on warmer days, by encouraging evapotranspiration.
- 30.102 Further detail of the above measures is contained in the accompanying Environmental Sustainability Plan.

## **Waste**

30.103 The key relevant policy is summarised as follows:

*LB Camden Core Strategy*

**Policy CS18** - The Council has an aspiration to make Camden a low waste borough by a number of measures including reducing the amount of waste produced in the borough and increase recycling and the re-use of materials and to make sure that developments include facilities for the storage and collection of waste and recycling.

*LB Camden Development Policies*

**Policy DP22** - The Council will require development to incorporate sustainable design and construction measures and to be resilient to climate change by incorporating appropriate climate change measures including providing adequate storage space for recyclable material.

30.104 Refuse for use by the occupier of the conservatory floorspace will be located in a store at Canal Level of the FCO. The bin store will be compartmentalised to allow for the separation of refuse and recycling and provides an enclosed hygienic environment for storage until pick-up.

30.105 Refuse will be collected via the service doors that open out onto the Coal Drops Ramp. The refuse will be collected on a daily basis by the Kings Cross Central refuse collection/recycling service.

## **Flood Risk & Drainage**

30.106 The key relevant policy is summarised as follows:

*London Plan*

**Policy 5.12** - The Mayor will work with all relevant agencies to address current and future flood risk issues and minimise risks in a sustainable and cost effective way.

**Policy 5.13** - Development should utilise sustainable urban drainage (SUDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

*LB Camden Development Policies*

**Policy DP22** - The Council will require development to be resilient to climate change by ensuring schemes include appropriate climate change adaptation measures, such as:

*g) limiting run-off;*

*j) not locating vulnerable uses in basements in flood-prone areas.*

30.107 The site does not sit within a flood zone and therefore policy related to flood risk is not applicable to these proposals.

30.108 As part of the FCO and EWRA scheme, the proposed conservatory sits within a site-wide surface and foul water disposal strategy, and more specifically within the North West Drainage Infrastructure Area (one of three areas which cover the King's Cross Central site). Peak discharge flows for the buildings included in this application are 10l/s and 1.2l/s for surface water and foul water, respectively. These flows contribute towards to the site wide 2292l/s discharge limit and to an overall 10% reduction (1 in 30 year storm) in surface and foul peak flows across the King's Cross Central (KXC) development.

30.109 Further detail can be found in the Environmental Sustainability Plan which accompanies this application.

## Summary

30.110 The proposed conservatory roof extension will be particularly important in signifying the next stage of the life and occupation of the FCO, which has been derelict for close to 30 years. It will enhance the use of the buildings, securing its long term appeal to tenants.

30.111 Furthermore, and in line with relevant planning policy, the new conservatory will:

- Provide viable retail demise for the life of the building by enhancing usable restaurant space;
- Secure and future-proof the use of the building by creating retail space which is more attractive to occupiers;
- Be central to Jamie Oliver's vision to breathe new life into this historic and characterful building;
- Provide level access to the Block 5 roof terrace, which could otherwise not be provided as there is not sufficient space to accommodate a lift in Block 5 itself;
- Bring more people to the canal frontage in line with the aspirations of the Canal and River Trust, as well as improving the natural surveillance of the towpath and Granary Square at night;
- Provides additional interest and vibrancy to the building at an important gateway within the Kings Cross Central site.
- Improves interaction with the public realm to the north of the building, to include both Granary Square and the Coal Drops Yard;
- Visually conceal restaurant kitchen extract plant without reducing animation to Wharf Road façade or Wharf Road Arches;
- Replace the existing roof which is a modern replacement (c. 1990's) of the original construction and therefore does not have any heritage value.
- Improves biodiversity along the canal through the use of planters along the length of the building.
- Contributes to the overall energy efficiency levels of the building

30.112 The proposals for the removal of the existing roof structure and replacement with a new conservatory extension and external terrace, are fully in line with the aspirations and objectives as set out in local planning policy for the Kings Cross Central site, within the context of the wider Kings Cross Growth Area. The proposals seek to build upon earlier plans for the refurbishment of the FCO to enhance its contribution to the regeneration of the area, whilst ensuring its character is retained.

30.113 The proposals otherwise remain fully in line with the parameters and objectives set out in the Outline Planning Permission, as detailed in Part 1 of this report.





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