

Address:	Kings Cross Central Fish & Coal Offices and Eastern Wharf Road Arches Development Zone I York Way London N1C 4AH		6
Application Number:	2014/5272/P	Officer: Jenna Litherland	
Ward:	St Pancras & Somers Town		
Date Received:	08/08/2014		
<p>Proposal: Reserved matters relating to the Fish and Coal Offices and Eastern Wharf Road Arches within Development Zone I for refurbishment of the Fish and Coal Offices for office (Class B1a) and restaurant/public house (Class A3/A4) use and landscaping of the Coal Drops Ramp, part of the Coal Drops Yard and Wharf Road Viaduct, as required by conditions 6, 9, 10, 12, 14, 16-23, 26, 27, 28, 31, 32, 33-36, 45, 46, 49, 51, 55, 56, 60, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 subject to a S106 agreement dated 22/12/06 for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area.</p>			
<p>Drawing Numbers: KXC-PLAN-PLAP-05-A-P01-P01; 520-PL-001-C; 520-PL-002-C; 520-PL-003-E; 520-PL-004-C; 520-PL-005-C; 520-PL-006-C; 520-PL-007-D; 520-PL-008-C; 520-PL-009-C; 520-PL-010-C; 520-PL-011-C; 520-PL-012-D; 520-PL-013-C; 520-PL-014-D; 520-PL-015-D; 520-PL-016-D; 520-PL-017-C; 520-PL-018-E; 520-PL-019-C; 520-PL-020-C; 520-PL-021-C; 520-PL-022-C; 520-PL-023-F; 520-PL-024-D; 520-PL-025-D; 520-PL-026-E; 520-PL-027-D; 520-PL-028-C; 520-PL-029-D; 520-PL-030-D; 520-PL-031-B; 520-PL-032-C; 520-PL-033-B; 520-PL-034-C; 520-PL-035-D; 520-PL-036-B; 520-PL-037-C; 520-PL-038-C; 520-PL-039-C; 520-PL-040-B; 520-PL-041-C; 520-PL-042-C; 520-PL-043-A; 279.14(08)3001-R04; 279.14(08)5001-R03; 279.14(08)5002-R05; 279.14(08)7001-R08; 279.14(08)7002-R08; 279.14(08)4301-R01; 279.14(08)4302-R01; 279.14(08)6101-R02; 279.14(08)6102-R02; 279.14(08)6103-R01; 279.14(08)6104-R02; 279.14(08)6105-R02; 279.14(08)6106-R00; 279.14(08)6107-R00; 279.14(08)6201-R02; 279.14(08)6401-R02; 279.14(08)6402-R01; 279.14(08)6403-R01; 279.14(08)6404-R01; 279.14(08)6405-R01; 279.14(03)5005-R04; Compliance Report by King's Cross Central General Partner Ltd dated July 2014; Full Conservation Plan by Donald Install Associates dated June 2014; Access and Inclusivity Statement by All Clear Designs Ltd dated June 2014; Written Scheme of Investigation for Archaeological Recording by Pre-Construct Archaeology Ltd dated April 2008; Written Scheme of Investigation for Building Recording by Museum of Archaeology Ltd 12 March 2014; Written Scheme of Investigation for an Archaeological Watching Brief by Museum of Archaeology Ltd dated 1 August 2014; Earthworks and Remediation Plan by Ove Arup and Partners dated 1 August 2014; Environmental Sustainability Plan by Hoare Lea Sustainability dated July 2014.</p>			
<p>RECOMMENDATION SUMMARY: Approve reserved matters subject to conditions and approve conditional details.</p>			
Related Application	08/08/2014		

Date of Application:		
Application Number:	2014/5273/P	7
Proposal: Erection of a glazed roof extension to block 4 and creation of a roof terrace to block 5 bound by planters (following removal of the roof to block 4) in connection with the use of the building as a restaurant/ public house (Class A3/A4).		
Drawing Numbers: As above.		
RECOMMENDATION SUMMARY: Grant conditional permission.		
Applicant:	Agent:	
Kings Cross Central General Partner Ltd 4 Stable Street Kings Cross London N1C 4AB	Argent (King's Cross) Limited 4 Stable Street Kings Cross London N1C 4AB	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing		<i>Vacant building</i>	2,276sqm GIA
Proposed		Offices (Class B1a) Restaurant/public house (Class A3/A4)	1,442sqm GEA 963sqm GEA

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	0

Cycle parking Details:	
Existing	0
Proposed	34

OFFICERS' REPORT

Reason for Referral to Committee: The application is being referred under part (iii) details of siting or design of more than 500sqm of Class A3, A4 or A5 uses of the King's Cross Delegation Agreement agreed by the Development Control Committee on 26/07/07.

The reserved matters application is a 'major development' as defined by Department for Communities and Local Government. The application therefore needs to be determined within 13 weeks from the date of submission which expires on 11/11/2014.

1. SITE

- 1.1 The applications relates to 'King's Cross Central' the former railway lands north of King's Cross Station for which outline planning permission was granted by the Council in 2006 for a comprehensive, phased, mixed-use development. King's Cross Central is bound to the east by King's Cross Station and York Way, to the north by the railway lines used by High Speed 1, to the west by St Pancras International, and to the south by Euston Road. The site can be divided into two distinct areas, north of the Regent's Canal and South of Regent's Canal. The parameter plans which were approved as part of the outline permission included one which divided the site into 'development zones' (KXC 005).
- 1.2 The application site comprises the Fish and Coal Offices, the Eastern Wharf Road Arches (the 10 easternmost Wharf Road Arches), Wharf Road Viaduct, the Coal Drops Ramp, and the Coal Drops Yard. The site is located north of the Regent's Canal in Development Zone I. The site immediately adjoins Regents Canal to the south, south-west and west, the Coal Drops to the north and Granary Square to the north and east. The proposed future Pavilion H will be located north of Fish and Coal building between it and the Coal Drops. The Fish and Coal Offices were originally built as office space in a phased manner between 1850 and the 1860s to provide accommodation for the clerical staff needed to handle the paperwork generated by the fish and coal trade.
- 1.3 The Wharf Road Viaduct and Eastern Wharf Road Arches were built to provide road access between the southern part of the goods yard and the sheds to the north. Part of this viaduct forms part of the Coal Drops which is a different zone in the King's Cross development so only the ten eastern most arches are affected by this proposal. The arches were original used as stables for horses until at least 1921. More recently the arches have been used as nightclubs, garages, and for storage.
- 1.4 The Fish and Coal Offices have been vacant since a fire in 1983 which caused extensive damage. The Eastern Wharf Road Arches are also vacant and have been since 2008. The buildings are not listed but are within the Regent's Canal Conservation Area.
- 1.5 The site levels vary around the building between the canal level towpath to the south of the building, the surface of the Wharf Road Viaduct to the north and the Coal Drops Ramp and Yard further northwest. The canal towpath is a level of +21.180m to +21.090m AOD. The Viaduct ranges from +25.600m to 26.100m AOD. The Coal Drop Yard and Ramp vary from +24.175m AOD at the north eastern point to +21.350m AOD in front of the most easterly part of the easternmost Wharf Road Arches.

2. THE PROPOSAL

- 2.1 This report considers an application for matters reserved by the grant of outline planning permission for King's Cross Central in respect of The Fish and Coal Offices and Eastern Wharf Road Arches, in Zone I. A reserved matters application is similar to, although wider ranging, than an approval of details application required by condition. The reserved

matters deal with layout (except as set out in parameter plan KXC005), scale, appearance, access (except as set out in parameter plan KXC007) and landscaping. This application relates essentially to the external form of the buildings already approved subject to a range of parameters, many of which have a limit of deviation (LOD).

- 2.2 The application also addresses a number of conditions attached to the outline permission. Some of these conditions specify that certain supporting material must be submitted at reserved matters stage, others require the submission of details prior to implementation. These need to be formally discharged. Also addressed as part of the application are certain 'controlling conditions'. These do not explicitly require the submission of details for approval, but restrict the form or timing of the development in some way. The applicant has therefore provided supporting information where relevant so that compliance with these may be monitored.
- 2.3 This application relates to the Fish and Coal Offices the Eastern Wharf Road Arches (the 10 easternmost Wharf Road Arches), Wharf Road Viaduct, the Coal Drops Ramp, and the Coal Drops Yard.
- 2.4 The Fish and Coal Offices are formed of a group of five blocks, referred to in the submission document as Blocks 1 to 5 moving east to west, each significantly varying in height and length. The design approach takes light touch to the majority of the existing building fabric. The proposals for the Fish and Coal building comprises refurbishment of blocks 1, 2 and 3 including reinstatement windows and doors, replacement of the roofs including creating space for plant in the roof of block 3 and installation of lifts to enable use of blocks 1-3 as office accommodation.
- 2.5 At block 4 it is proposed to remove the existing roof and replace it with a glazed roof extension (a full planning application has been submitted for this element of the works). At block 5 it is proposed to install a balustrade and planters around the roof to enable its use as a roof terrace. All windows and doors would be reinstated. Blocks 4 and 5 would be used as a drinking establishment with ancillary dining (Class A4).
- 2.6 At canal level the 8 remaining arches of the Eastern Wharf Road Arches would be refurbished including removal of infills to the arches overlooking the Coal Drops Yard to be replaced with shopfronts. On the canal elevation the bricked up stable windows to the arches will be re-opened and enlarged to accommodate metal framed windows. The Eastern Wharf Road Arches elevation are to be used as a restaurant (Class A3).
- 2.7 The proposal includes plant which will be located within the building at basement level in block 2, which will be set behind brick louvres, in the roof of block 3 and within part of the conservatory at first floor level in block 4. The plant in block 4 includes the ducting for the kitchen which will be taken up through the re-built chimney at block 3.
- 2.8 The proposal includes 2 areas of landscaping to Wharf Road Viaduct and the Coal Drops Ramp and Yard. Wharf Road Viaduct is proposed as a pedestrian and cyclist friendly open space with a combination of hard and soft landscaping. The Coal Drops Ramp and Yard, will remain a hard landscaped area. The proposals include alterations to the staircase link the Coal Drops to the viaduct and improving the surface finish. The viaduct's overhang and steel support will be removed.
- 2.9 The following conditions are relevant to this reserved matters application:

Condition No.	Details Required	Details Submitted
3	Approval of reserved matters	N/A
6	Reserved matters to include specified details when adjacent to listed buildings	Yes
9	Details of landscaping and trees	Yes

10	Programme for implementing landscaping	Yes
12	Landscaping accessibility	
14	Floorspace to be applied for over prescribed time periods	Yes
16	Reserved matters accompanied by Urban Design Report	Yes
17	Reserved matters accompanied by Environmental Sustainability Plan	Yes
18	Reserved matters accompanied by Earthworks and Remediation Plan	Yes
19	Reserved matters accompanied by Access Statement	Yes
20	Reserved matters accompanied by Illustrative Build-Out Plan	Yes
21	Reserved matters accompanied by Construction Timetable	Yes
22	Reserved matters accompanied by Servicing Strategy	Yes
23	Reserved matters accompanied by Highways Plan	
26	Details of Other Structures and Buildings	
27	Details of floorspace figures, floorplans and layouts of use, vehicle and other servicing and access including coach access and parking	Yes
28	Details of refuse storage and collection	Yes
31	Development to be carried out within defined parameters (controlling condition)	Yes
32	Works to retained buildings only to be carried out in accordance with identified sections of Development Specification	Yes
33	Limit of 713,090sqm floorspace for the entirety of the King's Cross Central Site (controlling condition)	Yes
34	Limit of 244,250 sqm floorspace for development south of the canal (controlling condition)	Yes
35	Prescribed uses within defined limits in certain areas (controlling condition)	Yes
36	Uses to be distributed within development zones (controlling condition)	Yes
45	Drainage infrastructure - limit on peak discharge to existing combined sewer (controlling condition)	Yes
46	At least 15% of buildings shall have green or brown roofs (controlling condition)	Yes
49	Maximum car parking standards (controlling condition)	Yes
51	Cycle parking in accordance with appendix 6 of the UDP 2006 (controlling condition)	Yes
55	Archaeological programme of building recording and analysis	
56	Archaeological works	
60	Reserved matters accompanied by full particulars of noise impact of any plant	Yes
64	Volume of spoil removed - annual limit (controlling condition)	Yes
65	Lorry movements removing spoil - annual limit (controlling condition)	Yes
66	Lorry movements importing infrastructure -annual limit (controlling condition)	Yes
67	Lorry movements importing construction materials - annual limit (controlling condition)	Yes

2.10 **Full Planning Permission** - The proposed single storey conservatory with associated terrace and planter is part of a separate but related application for full planning permission. This is because the proposed conservatory falls outside of the scope of the Outline

Planning Permission which did not anticipate external extensions of this nature. This report assesses both applications.

3. RELEVANT HISTORY

- 3.1 An outline planning permission was granted on 22/12/06 (2004/2307/P) for the following development now known as 'King's Cross Central':

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

- 3.2 The key document containing the approved outline proposal is the Main Site Revised Development Specification and accompanying Revised Parameter Plans. The approved development specification document included 4 annexes:

- Annex A Supporting Infrastructure Works and Facilities;
- Annex B Floorspace Schedule for Development Zones;
- Annex C Specification for Access and Circulation Routes;
- Revised Annex D Landscape Proposals Plans;
- Annex E Specification of Works to Retained Historic Buildings and Structures; and
- Annex F Summary of Scheme Revisions and Refinements.

- 3.3 The outline planning permission was subject to 68 conditions which covered reserved matters and other details and also a S106 legal agreement securing 40 heads of terms. The following conditions have already either been discharged in their entirety or compliance has been demonstrated:

- Condition 1 - commencement of development.
- Condition 2 - submission of first reserved matters within 5 years.
- Condition 13 - approval of reserved matters for at least 25,000sqm GEA of built accommodation prior to development commencing in Zones A, B, F, J, P, Q, R, S or T;
- Condition 14(a) - approval of reserved matters for at least 70,000sqm GEA of built accommodation within 3 years of the permission.
- Condition 59 - baseline noise monitoring - discharged site-wide by LBC letter 12/06/07.
- Condition 68 - survey for unexploded WW2 bombs - discharged LBC letter 12/06/07.

- 3.4 Four associated listed building consents were granted on 22/12/06 for demolition of Stanley Buildings North (2004/2312/L), partial demolition of the Great Northern Hotel (2004/2313/L) and East Handyside Canopy (2004/2316/L) and the dismantling and relocation of Gas Holder No. 8 (2004/2315/L). In addition four conservation area consents were granted on 22/12/06 for demolition of unlisted buildings within the conservation area these included the Culross Buildings, the adjoining Culross Hall and 41 Battle Bridge Road

(2004/2317/C), Plimsoll Viaduct (2004/2318/C), the Western Goods Shed (2004/2321/C) and various other buildings and structures across the site (2004/2320/C).

- 3.5 To date reserved matters approvals have been granted for Zones G, L and V and sub-zones T1, T5, G1, R2, R4, R5 south and north, B1, B2, B3, B4, B6, Zone B – Public Realm, Zone B Basements, Zone A, Zone E (Stanley building), Zone D (German Gymnasium), Zone C (Great Northern Hotel), Regeneration House, P1, Zone J, Granary Square, Handyside Park, Gas Holder Park, Cubitt Square, Cubitt Park and Tapper Walk to the north of Cubitt Park. In addition, full planning permission has been granted for student housing on Plot T6.
- 3.6 Of particular relevance to this current application is the reserved matter approval for Granary Square (2007/5228/P) which adjoins the site to the north-east. In addition to this applications have been approved in relation to existing and new principal access routes. On 10/05/07 approval was granted for details of the realignment of Pancras Road (2007/0729/P), and on 31/10/08 approval was granted for details of the realignment of Goods Way, partial details of Canal Square and full details of the Boulevard (2008/3731/P). This permission was then amended on 15/08/2011 (2011/3138/P).

4. CONSULTATIONS

Statutory Consultees

- 4.1 The following organisations were consulted on this reserved matters application. A site notice was displayed from 03/09/14 to 24/09/14 and a press notice advertising the application was published in the Camden New Journal newspaper on 04/09/2014 (expired 25/09/2014).
- 4.2 **Thames Water**
No comment.
- 4.3 **English Heritage (GLAAS)**
No objection, the archaeological watching brief accords with the wider strategy.
- 4.4 **Environment Agency**
No reply to date.
- 4.5 **London Underground Limited**
No comment.
- 4.6 **London Borough of Islington**
No reply to date.
- 4.7 **Canals and Rivers Trust**
No Objection. The following comments have been made:

Brickwork and façade - The Canal and River Trust supports the re-use of the building and we are pleased to see most of the fenestration re-instated. The Trust supports the light cleaning of the brickwork, subject to the retention of the existing coal office signage. We do not object to the alterations/rebuilding of the chimney stacks.

Glazed extension - The Trust does not object to the proposed glazed roof extension.

Towpath openings - The Trust does not object to the proposal to remove brickwork from the archways to provide ventilation and natural lighting to the proposed restaurant.

Glass balustrade - The Trust would like to see further details of the proposed glass balustrade and handrail (drawing PL-030). These should be submitted by way of condition and the Trust would like to be consulted on any application to discharge the condition.

4.8 **Metropolitan Policy (Designing out crime officer)**

No objection.

4.9 **Regent's Canal CAAC**

Objection: Regent's Canal CAAC object to the enlargement of stables windows facing the towpath beneath Block 5 and to the remodelling of the roof of Block 4 as a conservatory. They also provide comments about the parapet of Block 2 and reusing historic bollards. Their response is summarised below:

1) Enlargement of windows in the arches facing the towpath:

- The Outline permission states that the pattern and size of windows would be retained, however the windows facing the canal in the vaults under the Fish and Coal Offices are proposed to be altered.
- Five windows at high level in the basement under Block 5 that are particularly distinctive, having been designed for stables, These windows have been temporarily bricked up in recent years, but their characteristic joinery and small panes can be reinstated from photos. The stable windows should not be enlarged. The proposals will considerably widen these windows (to 3 metres) and much lower their sills, so destroying their intrinsic character.
- Conservation Area Appraisal states that solid walls flanking the canal are an essential element of the conservation area and it states that openings in them should be kept to a minimum.
- The windows will be detrimental to the towpath's visual tranquillity.
- The glare from un-shuttered windows in the evenings will affect wildlife habitats, which the Conservation Area management strategy says need to be sensitively considered – these windows face the Camley Street Natural Park and until the recent increase of largely unauthorised moorings, this stretch of canal was particularly secluded and encouraging of bats and birds.
- The CAAC have also provided reverse arguments against the submitted justification for the window enlargement including that: many restaurant users enjoy vaults for their enclosed atmosphere, not for views out, and there are other restaurants within the proposal to allow for other tastes, such as in the vaults with already wider openings under Block 4; and that the stable windows at their original size would have provided adequate ventilation.

2) Block 4 conservatory:

- This intervention severely disrupts the succession of slated pitched roofs and chimney stacks at descending levels which is the most striking and memorable feature of this remarkable range of buildings and a very positive contributor to the buildings' character. Its shape and materials rudely interrupt the building's architectural form and texture, which other efforts have striven to maintain. The conservatory is therefore very damaging to the character of the conservation area and should not be allowed.
- Not opposed to the raising of the roof of this block, to meet circulation and space requirements, if in a way somewhat similar to the rejected Option 4 in of the Urban Design Report (page 18), but raised further for useable headroom and with eaves aligning with the wall top – there is still room to maintain a satisfying gradation of slated roofs. There is no demonstrated need for a glass roof.

3) Roof Parapets of Block 2:

- The Initial Conservation Plan quoted on p.17 of Urban Design Report suggests rebuilding the parapets in the pre-fire form might be considered. A pre-fire photo in the Conservation Plan shows that they originally projected further, modelled in brickwork like a cornice, giving more majesty to this original Coal Office. Why has this not been followed through?

4) Salvage and redisplay of historic bollards:

- Two cast-iron bollards with the railway company's monogram 'GNR' are mentioned in the Historic Building Baseline Report for the Wharf Road Viaduct, in Appendix A of the Conservation Plan. They are visible in a photo on page 8 of that plan, guarding the top of the steps. Why does there seem to be no provision for reusing these in the scheme?

4.10 King's Cross CAAC

Objection: King's Cross CAAC has considered the Coal and Fish Office proposals and joins with the objections of Regent's Canal CAAC. Further, King's Cross CAAC wishes to emphasise the importance of not destroying the stables windows and avoiding the intruding ugliness of the proposed conservatory. The conservatory would be central in views from the direction of Granary Square and from St Pancras Locks and the proposed bridge to Camley Street, thus blighting the conservation area more widely, which the applicant has failed to consider.

4.11 Network Rail

No comment.

4.12 Kings Cross Development Forum

No reply to date.

Adjoining Occupiers

- 4.13 There are no adjoining occupiers. No further representations have been received as a result of the site notice or press notice.

5 POLICIES

- 5.1 The 2006 outline planning permission forms the basis for determining the reserved matters approvals for the various development zones that make up Kings Cross Central.

- 5.2 The outline permission was granted following its assessment against national, regional and local policies existing at the time. Where these policies have subsequently changed, their influence can only over-ride on those matters which have not already been set down in principle by the outline permission.

- 5.3 In the case of the current reserved matters application and details for approval, the policies and guidance considered to be of particular relevance are set out below:

5.4 National Planning Policy Framework 2012

5.5 The London Plan 2011

5.6 LDF Core Strategy and Development Policies 2010

CS1 – Distribution of growth

CS2 – Growth Areas

CS5 – Managing the impact of growth and development

CS7 – Promoting Camden's centres and shops

CS8 - Promoting a successful and inclusive Camden economy

CS9 – Achieving a successful Central London
CS11 – Promoting sustainable and efficient travel
CS13 – Tackling climate change through promoting higher environmental standards
CS14 – Promoting high quality places and conserving our heritage
CS16 – Improving Camden’s health and well-being
CS17 – Making Camden a safer place
CS18 – Dealing with our waste and encouraging recycling
CS19 - Delivering and monitoring the Core Strategy
DP12 - Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
DP13 - Employment sites and premises
DP16 – The transport implications of development
DP17 – Walking, cycling and public transport
DP18 – Parking standards and limiting the availability of car parking
DP19 – Managing the impact of parking
DP20 – Movement of goods and materials
DP21 – Development connecting to the highway network
DP22 – Promoting sustainable design and construction
DP23 – Water
DP24 – Securing high quality design
DP25 – Conserving Camden’s heritage
DP26 – Managing the impact of development on occupiers and neighbours
DP27 – Basements and lightwells.
DP28 – Noise and vibration
DP29 – Improving access
DP32 – Air quality and Camden’s Clear Zone

5.7 **Supplementary Planning Policies**

Camden Planning Guidance 2011 (Updated 2013)

- CPG1 – Design
- CPG3 – Sustainability
- CPG5 – Town Centres, Retail and Employment
- CPG6 – Amenity
- CPG7 – Transport

6. **ASSESSMENT**

6.1 Sections 2.1 and 2.2 explain the context of assessing a reserved matters application.

6.2 Each of the following sections considers issues which are material to the determination of this application:

- Land use and development context (compliance with the parameters and development specification defined in the outline permission);
- Design and townscape;
- Landscaping and Public Realm;
- Sustainability;
- Access for all;
- Sustainability;
- Transport;
- Amenity;
- Contamination; and
- Archaeology.

6.3 Land Use and Development Context

6.3.1 Conditions 31-38 of the outline permission set a requirement for subsequent reserved matters applications to comply with the approved parameter plans and tables included as annexes to the approved development specification. These set the context for a whole range of issues including appropriate land use(s), floorspace, landscape issues, access and circulation, heights and levels. The reserved matters application has been prepared with reference to the relevant parameters as prescribed by conditions 31-36. In respect of condition 31 parts (a), (b), (d)-(l) are relevant to this reserved matters application.

6.3.2 Principal Public Realm Areas

Condition 31 (a) states that development should accord with parameter plan KXC004 which defines the principal public realm areas.

6.3.3 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. It is considered that the proposed public open realm is respectful of the surrounding public realms in terms of materials and finishes where those parts which already have reserved matters approval.

6.3.4 Parameter Plan KXC 004 identifies zones for new bridge structures across the Regent's Canal and between the lower level of the Coal Drops and the canal towpath and a 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 Eastern Wharf Road Arches. However, the current proposals do not preclude the bridges or pedestrian route from coming forward. It is likely that these proposal will come forward with reserved matters applications for the Coal Drops or the public realm around the Gasholder Triplets. This application proposes no changes to the public realm and therefore the proposal is consistent with Parameter Plan KXC004.

6.3.5 Development Zones

Condition 31 (b) states that development should accord with parameter plan KXC005 which shows the boundaries of the development zones and table 2 of the development specification to the extent that it provides a summary and indicative description of the proposals in each development zone.

6.3.6 The parameter plan indicates that the entire application site falls within development zone I. Table 2 of the Revised Development Specification, includes the Fish and Coal Offices and the Wharf Road Arches. It states,

'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.'

6.3.7 The proposed office floorspace within the Fish and Coal Offices and the Eastern Wharf Road Arches (Class B1), the restaurant and ancillary bar in the Eastern Wharf Road Arches (Class A3) and the drinking establishment with ancillary dining (Class A4) in the Fish and Coal Offices are consistent with the summary Description for Development Zone I as set out in Table 2 of the Revised Development.

- 6.3.8 The reserved matters proposal is consistent with the boundary zones shown on the parameter plan and the summary description of the proposals for each zone therefore this condition has been met.
- 6.3.9 Principal Access and Circulation Routes
Condition 31 (d) states that development should accord with parameter plan KX007 Rev S, which shows the principal access and circulation routes. The principle access and circulation routes adjacent to the site are Wharf Road Viaduct and the 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 describes both CDY1 and GS2 as a 'taxi route and out of hours route for small service vehicles (one way) incorporated into the public realm.'
- 6.3.10 Details of these routes are brought forward as part of this application. The routes are designed for primary use for pedestrians and cyclists, however, in accordance with both Parameter Plan KXC 007 and Annex C, they have been designed to accommodate vehicles, 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. As such, the development accords with the relevant parameter plan.
- 6.3.11 Permitted uses
Conditions 31(e) and (f) state that development proposals should comply with parameter plans KXC008 and KXC009 which together show the permitted upper and ground floor land uses along with the principal street elevations. The plans state that the Fish and Coal Offices and the Eastern Wharf Road Arches should be predominantly shopping/food and drink uses (Classes A1-A5) at ground floor level. On the upper floors The Fish and Coal Offices may be any use permitted by Annex B.
- 6.3.12 Annex B of the development specification permits use of Zone I for business and employment (Class B1) shopping/food and drink uses (Classes A1-A5). It states that more than 50% of the frontage of the Fish and Coal building shall be in shopping food and drink uses.
- 6.3.13 The proposal is for a mixture Class B1 offices, Class A3 restaurant, and Class A4 drinking establishment with ancillary dining at ground floor and upper floors level. The property effectively has two street levels the ground floor and the canal level. When looking at both levels combined 52% of the floorspace would be within retail use. As such, the proposals are considered to comply with parameter plans KXC008 and KXC009.
- 6.3.14 Building massing and height above finished site levels
Conditions 31 (g)-(i) state that development proposals should comply with parameter plans KXC012-14 which indicate finished site levels, development massing and maximum building heights.
- 6.3.15 The proposed finished site levels are consistent with the site levels indicated on parameter plan KXC012. In respect of building massing, the parameter plan states that no development in Zone I should be constructed 30m or more above finished ground level. This proposal is compliant in this respect. Parameter plan KXC014 identifies one height for the Fish and Coal Offices, this being +37.9m AOD for Block 3. 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 glazed roof extension. Full planning permission is sought for this additional element of height and as such the non-compliant aspect for this element is dealt with by the full planning application. The height of Block 3, as marked on the parameter plan, will not increase. Therefore, the proposals fully accord with the parameter plan referred to in sub-paragraph (i).

6.3.16 The proposals is consistent with the building massing and height above finished site levels shown on the parameter plan and therefore this condition has been met.

6.3.17 Strategic views

The Fish and Coal Offices and Eastern Wharf Road Arches are located within the strategic viewing corridor from Parliament Hill to St Pauls. Parameter plan KXC 015 indicates the maximum height of development within the viewing corridor and was included in order to assist interpretation of other parameter plans in particular KXC014 which identifies maximum building heights. Condition 31 (j) requires that all development comply with this plan. The strategic viewing corridor has in fact changed slightly since this plan was approved, however, as long as the maximum development heights set in KXC014 are complied with then the aim of KXC015 will always be met. The maximum height of Fish and Coal Offices is not increasing and does not contravene the strategic viewing corridor constraint and therefore the proposal meets the requirements of this condition.

6.3.18 Basements

Parameter Plan KXC016 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 Fish and Coal below Blocks 1 and 2 and the Eastern Wharf Road Arches are shown as existing lower ground accommodation. 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. The parameter plans do not indicate any further basement development in this location and none is proposed.

6.3.19 Servicing

Parameter Plan KXC017 indicates building frontages which should not include any direct car park or service yard entrances or direct service access. This includes all frontages of the Fish and Coal Offices. No direct service access or car parking is proposed at the Fish and Coal Offices. All servicing will take place via the dedicated service entrance at canal level, adjacent to the Coal Drops, the main entrances to the offices and retail units. As such, the proposal is in compliance with parameter plan KXC017.

6.3.20 Green and brown roofs

Zone I is not within a priority zone for green and brown roofs as indicated on parameter plan KXC021. However, the proposed conservatory would include a green roof. The proposal is in compliance with parameter plan KXC021.

6.3.21 Floorspace restrictions

Condition 33 sets the maximum limit on development floorspace site-wide. Condition 34 then divides that floorspace setting maximum limits north and south of the canal. Condition 35 sets out the permitted range of uses and refers to Table 1 of the development specification which sets floorspace limits for each use north and south of the canal. Condition 36 then distributes those use limits across the development zones.

6.3.22 The total amount of floorspace so far approved/submitted across the KXC development is 454,495 sqm GEA. The site-wide figure of 713,090 sqm prescribed by Condition 33 would not be exceeded by this proposal.

6.3.23 The total amount of floorspace so far approved/submitted north of the canal including the Fish and Coal and Eastern Wharf Road Arches is 250,564 sqm GEA. The north of the canal figure of 468,840 sqm prescribed by Condition 34 would not be exceeded by this proposal.

- 6.3.24 Condition 36 sets the maximum amount of floorspace that may be developed for specific uses within each development zone. Annex B of the development specification states that no more than 234,000 sqm of B1 office floorspace and no more than 30,865 sqm of A1-A5 retail floorspace should be provided south of the canal.
- 6.3.25 Annex B sets out that no more than 1,900 sqm of B1 floorspace and no more than 9,165 sqm 5,350 sqm of A1-A5 retail floorspace should be provided within Zone I/M. The floorspace figures in the Fish and Coal and Eastern Wharf Road Arches along with all other approved floorspace south of the canal fall with these prescribed amounts. Zone M will be largely in retail use. There is sufficient quantum of floorspace left to enable this.
- 6.3.26 As such, the proposal complies with conditions 33-36.
- 6.3.27 Condition 27 requires the submission of floorspace figures and floorplans showing layout and uses including servicing and access. The applicant has provided these details as part of the application.
- 6.3.28 The reserved matters application has demonstrated that the proposals for the Fish and Coal Offices and Eastern Wharf Road Arches are all within the agreed parameters set by the outline planning permission, other than the proposed roof extension at block 4 of the Fish and Coal Offices. However, this element of the proposal is covered by a full planning application.

6.4 **Design and townscape**

- 6.4.1 Annex E (Specification of Works to Retained Historic Buildings and Structures) of the development specification describes works required for refurbishment of buildings and structures on the site which are to be retained and re-used. This document was approved as part of the outline permission and thus the refurbishment works have been agreed in principle, subject to the submission of further details and obtaining any necessary listed building and conservation area consents (secured by condition 32).
- 6.4.2 Annex E states that the Fish and Coal Offices and Wharf Road Arches would be retained and refurbished. The Outline permission facilitates uses within classes A1-A5 and B1, and establishes a new pedestrian link between the Coal Drop Yard and the canal towpath, by opening up a number of the existing arches to the west of Fish and Coal. It states that the Wharf Road Viaduct would be retained and refurbished as an access, drop off and servicing route. Works to facilitate the change of use were envisaged as:
- The insertion of new lifts and stairs within the Fish and Coal buildings, to provide for vertical circulation and means of escape;
 - Re-glazing the window openings within the Fish and Coal Offices;
 - To refurbish, and make safe, the existing stone staircases within the Fish and Coal Offices;
 - Removal and replacement of the existing Wharf Road viaduct road surface and waterproofing;
 - The opening up of up to three of the arches beneath the Wharf Road viaduct, to establish a new pedestrian route between the Coal Drop Yard and the canal towpath;
 - The installation of new services within the retained and refurbished arches, such as mechanical ventilation; and
 - The introduction of new glazing and entrance doors within the Wharf Road vaults/arches.
- 6.4.3 The document states that the alteration works listed above should be undertaken in accordance with the following 'refurbishment parameters':

- The existing form and fabric of the former offices and arches would be substantially retained, subject to the works described above and their structural integrity would be maintained;
 - The existing pattern and sizes of windows within the Fish and Coal Offices would be retained;
 - All 22 arch structures beneath the Wharf Road viaduct would be retained; and
 - The new pedestrian route would be located so as to avoid those arches with important internal features, such as those relating to the Plimsoll Viaduct.
- 6.4.4 The detailed drawings, Full Conservation Plan, and Urban Design Report set out the full scope of the works proposed for the Fish and Coal Offices and the Eastern Wharf Road Arches and identify how the detailed proposal comply with the refurbishment principles and parameters set out in Annex E.
- 6.4.5 As the current proposal only relates to the 10 easternmost Wharf Road Arches some of the works described above do not come forward as part of this proposal. These include: the opening up of up of three of the arches beneath the Wharf Road viaduct to establish a new pedestrian route between the Coal Drop Yard and the canal towpath, and retention of all 22 arches beneath the Wharf Road viaduct. The current proposal does not impact on the ability to secure the pedestrian route or retention of all 22 arches. The detailed proposals will come forward as part of a future reserved matters application.
- 6.4.6 It is clear from the information contained within Annex E that extensions to the building were not envisaged as part of the outline permission. As such, a full planning application has been submitted for the proposed glazed roof extension at block 4. This is assessed in detail below.
- 6.4.7 Condition 16 of the permission states that all reserved matters applications relating to the design of new buildings and to landscaping of the public realm should be accompanied by an urban design report which explains the approach to design and how it meets the design guidelines. In addition, where a building is located adjacent to or affects the setting of a listed building condition 6 requires that the relevant reserved matters application be accompanied by specific information in order for the Council to ensure that the special architectural and historic interest of the building has been adequately taken into consideration. The application is accompanied by urban design report and appropriate information relating to the impact on the setting of listed buildings.
- 6.4.8 Consideration is given to the information referred to above as part of this section of the report which concentrates on the fenestration, roof replacement, the glazed roof extension, the insertion of shopfronts, other works of refurbishment, relationship with the surrounding public realm and the townscape that is likely to emerge as a result of the approved parameters and the vision outlined in the urban design guidelines for the area north of the canal. The guidelines do not form part of the approved documents, but the Council should still have regard to these since they were used to inform evolution of the original master plan and the subsequent consideration of detailed applications.

Fish and Coal Offices

6.4.9 Fenestration

It is proposed to reinstate sash windows into the original boarded up window openings to match those that existed before the fire in the 1980s. This would represent a significant improvement to the building's appearance and is welcomed. Those windows on the north

side would be double glazed sliding sashes. On the canal side the windows would have the appearance of sliding sashes when closed (with the lower sash sitting further back from the top sash). However each sash would be hinged to open inwards to aid cleaning and maintenance. The width of the canal towpath precludes ladders being safely used and scaffolding would close the towpath completely. This design reaches an acceptable balance between reinstating an appropriately designed window whilst also recognising that there would be significant constraints in maintaining them if they were sliding sashes.

6.4.10 Where new doors are proposed on the ground floor these have been designed as modern insertions and carry through the design approach taken on the surrounding buildings such as the University of the Arts by honestly expressing modern interventions. All existing stone and concrete cills will be repaired with epoxy resin and painted. This is welcomed.

6.4.11 The works to fenestration are as envisaged in the works to facilitate future use in Annex E, furthermore, the windows have been designed with particular attention to detail and configuration of the original windows addressing design guidelines 1 (Contribution to the public realm) and 12 (Attention to detail). As such, the works are considered acceptable and in compliance with the parameters of the outline permission.

6.4.12 Pitched roofs

The pitched roofs at blocks 1-3 would be rebuilt to match the existing. The roofs themselves are not original but have taken on the original form after being rebuilt following a fire in the 1980s.

6.4.13 Regent's Canal CAAC raises a question as to why the parapet at block 2 is not proposed to be rebuilt to its pre-fire form where it was more boldly exposed as suggested in the initial conservation plan (Annex E). It should be noted that this was not a requirement of Annex E. This is a building which has continually throughout its history changed over time. And therefore while it would be acceptable to re-build the parapet in a previous form this way it is also considered appropriate to repair the existing parapet in the manner proposed. .

6.4.14 Solar panels would be affixed to some of the southern roof slopes but due to the shallowness of the roofs these will be largely invisible except on the eastern most block (block 1). The Solar Panels proposed on block 1 are in-line solar electric roof slates. This is appropriate given that they will be visible in some views from the southern side of the canal. Some of the existing trusses in the Block 3 roof will be removed for the insertion of the flush rooflight over the lift and circulation core. This rooflight will provide sufficient headroom over the lift whilst remaining flush with the external roof plane

6.4.15 The chimney stacks will be rebuilt with brick to match the original brick and widened to accommodate extraction for the kitchens. This offers a sympathetic design to what could otherwise be unsightly services. This roof proposal addresses design guideline 9 (Roofscape) and are in accordance with works to facilitate future use set out in Annex E.

6.4.16 Roof extension and terrace

The proposed glazed roof extension at block 4 and the roof terrace at block 5 represent the most significant changes to the building and are matters for which full planning permission is sought. The roof extension would replace the modern post-fire roof and will house some of the building's plant as well as providing dining space for the drinking establishment. The roof terrace would also serve this establishment. Where the terrace is proposed (block 5) the pitched roof has already been lost and whilst the pitched roof would be lost over block 4 this is one of the parts of the building with the least prominent of the four existing roofs. The existing curved parapet wall on the southern sides of blocks 4 and 5 would be retained and the glazed roof extension at block 4 would be set beyond the parapet. A grey PPC metal planter will be incorporated behind the existing brick parapet wall extending across the front

of the Block 5 terrace. A single metal panel of grey PPC louvres at the eastern end of the south facade will enclose the proposed plant space. This ensures that plant would not be visible within the extension. The extent of louvres on this elevation was reduced and rationalised through the pre-application process resulting in the current discrete size and location. The grey finish of the louvres will match the adjacent windows frames. This addresses design guideline 6 (Louvres).

- 6.4.17 The steel frame of the conservatory has been designed to support a green roof. This will be planted with an 80mm build up to the edge, rising in the centre, so that it cannot be seen from the public realm. This is considered to be important in order to ensure the green roof will not impact on the lightweight nature of the proposed extension. The inclusion of the green roof will enhance the green corridor adjacent to the canal and will improve the biodiversity value of the site.
- 6.4.18 Regent's Canal and Kings Cross CAACs have raised objection to the roof extension in its current form. They advise that a roof extension with a pitched roof may be acceptable. However, their views is that the glazed flat roof extension would interrupt the building's architectural form and texture harming the character and appearance of the conservation area.
- 6.4.19 Officers do not share this view. Due to the curved parapet wall and limited public access on the south side of the canal the impact of the extension will be extremely limited. Oblique views from the tow path are not possible whilst views from Camley Street nature reserve are extremely limited through the vegetation. During pre-application discussion the option of providing a pitched roof extension was explored. However, a pitched roof extension requires a greater height resulting in the extension being much more prominent. The current flat roof proposal allows the extension to appear as a lightweight addition which is low in height and allows the stepping roof form of the blocks to remain discernible.
- 6.4.20 From the north the extension would be seen as a simple, contemporary addition to the building which will still respect its stepped form. Its contemporary design fits into the overall development around Granary Square where small scale extensions in glass and metal have been added. It is designed to be as lightweight as possible although the framing to the structure is necessary to support for the green roof. The framing also breaks down the scale of the extension into components of the same vertical proportions and rhythm as the fenestration of the building.
- 6.4.21 The windows have been designed with particular attention to detail to respect the existing building and surrounding public realms addressing design guidelines 1 (Contribution to the public realm) and 12 (Attention to detail). The conservatory was not envisaged at outline stage and goes beyond the proposals in Annex E. However, it would still comply with design guidelines and would preserve and enhance the character and appearance of the conservation area.
- 6.4.22 Retained Historic features
The existing historic features such as the painted and enamel signs will be retained. This is welcomed and in compliance with design guidelines 1 (Contribution to the public realm) and 12 (Attention to detail).

Eastern Wharf Road Arches

- 6.4.23 North Elevation
On the north elevation the arches have been infilled with modern brickwork and this will be removed. In its place shopfronts would be inserted with glazed doors and full height glazing which will better express the form of the opening. The painted metal frames of the

shopfront would be curved to match the profile of arches and would be recessed into the openings. This ensures that the historic brick arch structures remain the focus. Either side of the glazing would be fitted with louvers which provide an integrated design for the ventilation. Signage zones have been identified within each opening behind the glazing and for the projecting signs above the piers. Full details of the signs have not been submitted as part of this application as it is intended to review this alongside emerging proposals for the neighbouring Coal Drops to ensure a consistent approach. This is a welcome approach. The proposed shopfront are considered appropriate in terms of design and address design guidelines 1 (Contribution to the public realm), 6 (Louvers), and 12 (Attention to detail).

6.4.24 On the northern side is a walkway at the viaduct level which is supported on columns which was presumably added to widen the footpath to the viaduct. This feature does have some interest in terms of reflecting the evolution of the site as a working goods yard, however its appearance and construction are unremarkable. Its removal is considered acceptable due to its limited interest and the benefits it creates in terms better revealing the arches behind.

6.4.25 South elevation

On the canal side elevation new windows are to be inserted at towpath level. Historically windows were in these locations but they were not as large as is now proposed. They are designed to provide natural light to the basement vaults as well as introduce an element of passive surveillance and activity to the canalside. This is in line with the principle for refurbishment set out in Annex E.

6.4.26 Regent's Canal and King's Cross CAACs have objected strongly to the enlargement of opening on the canal elevation as they consider the wider larger opening to destroy their intrinsic character.

6.4.27 This view is not supported by officers. The size and positioning of the windows strikes an acceptable balance between ensuring that there is a degree of interaction between the building and towpath and preserving the character of the canal. The use behind will be either restaurant or offices space and no signage or entrances are proposed here. The wider openings are considered necessary to get adequate daylight to the internal space to ensure the re-use of this building is successful in accordance with the initial conservation plan in Annex E. The proposals address design guidelines 1 (Contribution to the public realm) and 12 (Attention to detail).

6.4.28 Coal Drop Ramp Façade

The north facade of the Fish and Coal Offices basement alongside the Coal Drops Ramp is in structural disrepair and needs to be rebuilt. The external brick staircase leading from the Coal Drops Ramp to the Wharf Road Viaduct is in a poor structural state. It is therefore proposed that the staircase is rebuilt in the same position using brick (to match the adjacent arches) and granite stone. This is considered appropriate.

6.4.29 Below the Fish and Coal Offices ventilation is required to the north elevation to serve the basement plant room. This has been carefully design as a brick screen with louvers behind to minimise the impact and maintain the solidity of the facade. Adjacent to this curtain walling would be installed to provide natural light to the space. Although this is modern in appearance it is not seen as a continuation of the Fish and Coal Offices' façade and therefore the difference in appearance will not jar. An arched design was considered to match the arches on the Eastern Wharf Road Arches but due to the higher pavement

level the same arch would not fit comfortably in the space. It is also noted that the rebuilt steps would visually separate the arches and this new element.

- 6.4.30 These proposals accord with the initial conservation plan in Annex E and addresses design guidelines 1 (Contribution to the public realm), 6 (Louvres), and 12 (Attention to detail).
- 6.4.31 Design conclusion: - The refurbishment works seek to retain the integrity of the building with sensitive and well considered alterations to facilitate the future use of the building. The proposal includes the addition of a glazed roof extension at block 4 which falls outside of the refurbishment works envisaged in the outline permission and full planning permission is sought for this addition. The Regent's Canal and King's Cross CAACs have raised objection to the glazed roof extension as being out of character with the building. However, officers considered that the proposed roof extension is appropriately positioned on the block with the least prominent roof structure and would appear as a light-weight contemporary addition which preserves and enhances the appearance of the building and the wider conservation area. The proposal also includes the re-opening of the arches along the canal elevation to create windows. The Regent's Canal CAAC raise objection to the enlargement of these opening as they consider the size to detract from the character of the canal. Officers consider that the size and positioning of the windows strikes an acceptable balance between ensuring that there is a degree of interaction between the building and towpath and preserving the character of the canal. This is a well thought out and sensitive proposal which retains the buildings historic character and secures the building future use.

6.5 Landscaping and Public Realm

- 6.5.1 With regards to outline condition 9, which considers the public realm adjacent to the site, only part (c) requiring details of new trees or other planting, earthworks, ground finishes and drainage to be submitted is relevant.
- 6.5.2 A new area of public realm is proposed along Wharf Road Viaduct. This is designed to be a place to sit and rest as well as a means of access to the western part of the King's Cross site for both pedestrians and cyclist. In order to preserve the character of the viaduct as a route to access the goods sheds to the west only low level planting and seating are proposed which allow the long linear views to the still be appreciated.
- 6.5.3 The proposed planting comprises of predominantly perennials, tall arching forms of grasses and low shrubs planted in drifts between Yew hedges. The detailed planting mix will provide a high degree of visual intricacy. Visual interest is maintained through the winter months by the evergreen hedges and ground cover along with the red stems of Cornus and the coppery tones of Salix 'Melanostachys'. The perennials and grasses are left uncut through the winter, providing added texture and visual interest.
- 6.5.4 The planting will also support the role of the canal as an ecological corridor. Hedges provide nesting and refuge opportunities for birds and insects. Planting will be selected for prolonged flowering periods which will provide nectar sources for insects. The standing stems of perennials and seed heads provide refuge and food sources for insects and birds during the winter.
- 6.5.5 Throughout the planted area the seating comprises of bespoke timber and stone benches integrated into the planting areas. Seat backs and armrests will be added to a number of benches at regular intervals for people who require additional support in sitting and standing. This is welcomed.

- 6.5.6 The Coal Drops Ramp and Yard is currently an open, unobstructed space; qualities which the proposed scheme seeks to retain. The Coal Drop Ramp will be surfaced in reclaimed granite setts salvaged from across the King's Cross Central site and this will reinforce the historic character of the area. It has been negotiated during the course of the application that the historic setts would have sawn tops to ensure that this area would be accessible to people of all physical abilities. This would be secured by condition.
- 6.5.7 In order to provide level thresholds between the Eastern Wharf Road Arches 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.
- 6.5.8 A combination of materials are proposed for the paving. Adjacent to Granary Square the same materials are carried through which ensures a consistent finish to the square. Elsewhere stone setts are proposed which match those used nearby. Historic stone setts are proposed in a strip around the Fish and Coal Offices and also on the viaduct to mark the position of the arches below. This approach introduces a subtle feature which adds interest to the surface finish.
- 6.5.9 Lighting - Lighting provision on the viaduct will be low level in the form of bollards or lights integrated into seating and/or planters. This will ensure there is no overspill of lighting on to the canal. The public realm north of the Fish and Coal Offices will be achieved using lights mounted on the northern elevation of Blocks 1 to 3 and will be designed to project light away from the building and onto the public realm. External lighting to the Eastern Wharf Road Arches on the Coal Drops Ramp, comprises lights positioned between the brick arches on its north elevation and low level lighting within the external seating area.
- 6.5.10 Low level lighting will be used to ensure clear demarcation of the level changes adjacent to the Eastern Wharf Road Arches full details of which would be secured by condition. The public realm in front of the Eastern Wharf Road Arches will be lit through a combination of the light spill from the retail units and freestanding lighting columns. Full details will be secured by condition. The proposed lighting is considered to respect the setting of the Fish and Coal Offices and Eastern Wharf Road Arches and will be sufficient to ensure a safe night-time environment.
- 6.5.11 These proposals would provide high quality public open space which would continue the green link along the canal side. The proposals accord with the initial conservation plan in Annex E and addresses design guidelines 1 (Contribution to the public realm), 3 (Setting of listed building), 10 (external lighting) and 12 (Attention to detail).

6.6 **Sustainability**

- 6.6.1 Condition 17 of the outline permission requires the submission of an Environmental Sustainability Plan as part of relevant reserved matters applications. The condition set out those details which should be included within the plan and a number of criteria which should be met. Part (a) and (b) of the condition require that energy efficiency measures be set out in full and details provided of the carbon reduction achieved through the building design and technology energy efficiency measures against building regulations. Part (c) relates to details of the provision of green and brown roofs and (d) to energy supply. The latter criterion (as well as condition 48 and Section X) requires each building to be linked to the energy centre proposed for the entire King's Cross Central site. It also requires an assessment of any other measure to incorporate renewables. Part (e) requires that

buildings achieve a BREEAM rating of 'very good' or better. Part (f) relates to the provision of measures which will enhance biodiversity. The application is accompanied by an Environmental Sustainability Plan.

- 6.6.2 Parts (a) and (b) are met as the proposal includes numerous design and energy efficiency measures including improvements to building fabric, natural daylight, insulation, mixed mode ventilation which will result in a reduction of carbon emissions approximately 10% over the building regulations requirements.
- 6.6.3 In respect of part (c) Fish and Coal Offices are not in a priority zone from green roofs, however one is proposed over the glazed roof extension. This will comprise a wildflower and sedum matting. The addition of the green roof will increase the biodiversity and ecological value of the site, will improve thermal insulation, will improve noise insulation, and will reduce surface water run-off. This is welcomed.
- 6.6.4 Energy supply (part (d)) would in the long term be though a centralised service for the Fish and Coal Offices, Eastern Wharf Road Arches, the Coal Drops and Pavilion H. However, as the Fish and Coal Offices will come forward in advance of the parts of the development an interim high efficiency gas fired boiler and air cooled chiller are proposed. Energy would also be supplied though the pvs on the roof of the Fish and Coal Offices. This is considered appropriate.
- 6.6.5 The application is accompanied by a BREEAM pre-assessment which indicates the development would achieve 'Excellent'. This is welcomed and in compliance with part (e).
- 6.6.6 The proposal will include bird and bat boxes at high level in accordance with part (f). Full details have not been submitted and would be required by condition to ensure they are appropriately positioned in terms of ecology and appearance.
- 6.6.7 The proposal is considered to comply with all parts of condition 17.
- 6.6.8 A site-wide surface and foul water disposal strategy was agreed as part of the outline permission, part of this was to ensure a maximum combined peak discharge of 2292l/s for storm and foul water from King's Cross Central to the existing drainage infrastructure. This was secured by condition 45. The cumulative peak discharge from the site will exceed this under certain weather conditions and in such cases the site wide drainage infrastructure will attenuate the peak flow from individual plots. Site-wide discharge is to be split between the Camden Sewer and York Way Sewer in the north and Camley Sewer and Fleet Sewer in the south. There are 3 drainage infrastructure areas across the entire site which will discharge into the existing system and the Fish and Coal Offices fall within the North West Drainage Infrastructure Area. 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. As such, the proposal accords with Condition 45.
- 6.6.9 The development will also proposed to collect and re-use rain water, follow best practise in terms of resource efficiency such as re-using materials where possible and reducing waste and encourage recycling in accordance with Section Y, Z and AA of the S106 agreement.
- 6.6.10 The proposal does include additional windows opening on the canal elevation through the glazed roof extension and the re-opening of windows on the south elevation of the Wharf Road Arches. This would result in a certain amount of light spill from the building onto the canal. At present all windows at the building are boarded up and the building is not in use. Concern has been raised by Regent's Canal CAAC that the un-shuttered windows will

affect wildlife habitats especially considering these windows face the Camley Street Natural Park. The Outline permission gave consent for the re-use of this building and this would also include reinstating the windows. Many of the windows serve the office use and as such, would not remain lit into the evening. It is acknowledged that there is an increase in the level of glazing, however, the windows have been carefully designed to minimise harm. For example on the glazed roof extension the parapet wall has been retained which reduces the level of glazing facing the canal. Owing to the size and location of the windows the proposal is not considered to have a significant adverse impact on habitats along the canal or at Camley Street Natural Park.

6.7 Access for all

- 6.7.1 Condition 19 states that all relevant reserved matters applications should be accompanied by an access statement. The statement should address the relevant design principles as set out in the site wide access and inclusivity strategy which was submitted as a supporting document to the outline permission. This was to make development accessible to all. It should highlight where technical or other constraints have prevented the application of these principles. Section V of S106 legal agreement also deals with access and inclusivity. It requires the applicant to involve an 'inclusive design champion' in the preparation of the detailed design of buildings and requires them to consult the King's Cross Access Forum on proposals. It states that all reasonable endeavours should be made to include basement parking for disabled users of offices. The application is accompanied by an access statement. Condition 12, states where steps are to be constructed within landscaping to change level, ramps and/or lifts should also be incorporated.
- 6.7.2 The proposed refurbishment of the Fish and Coal Offices has been designed to achieve the best possible level of accessibility in accordance with policy DP29. At present there are a number of level changes through the Fish and Coal building given the phased nature of the development. The current proposal seeks to create level access throughout, through changes in floor levels, incorporation of ramps where necessary and provision of lifts. Equality of access has been at the heart of the design and was envisaged as part of the initial conservation plan in Annex E. The Council's Access Officer has confirmed that the internal access arrangements are acceptable.
- 6.7.3 The Council's Access Officer has raised concern about the extent of use of historic reclaimed granite setts in the Coal Drop Yard as it could create an inaccessible area for people with mobility issues, or pushchairs. This has been raised with the applicant who has agreed that the setts will have sawn tops and flush joints to ensure they provide level access. Full details of the material and finish will be secured by condition.
- 6.7.4 Minimal details of the new external steps replacing the current arrangement have been provided. These steps will require suitable contrasting nosings, handrails to both sides and tactile paving to the top and bottom. This will also be secured by condition.
- 6.7.5 Where there is a change in level adjacent to the north elevation of the Eastern Wharf Road Arches 2 steps are proposed that run across the front of the building. They are provided with tactile paving and handrails in 2 locations. This and the fact that the steps and the granite setts would have sufficient contrasts to alert users to their presence. The Council's Access Officer has that the proposals are acceptable subject to conditions.
- 6.7.6 All Clear Designs access consultant was involved in the preparation of the application. The proposals were presented to the King's Cross Access Forum on 4 November 2013. The reserved matters application has been prepared with due regard to Section V of the S106 legal agreement.

6.8 Transport

6.8.1 Servicing and Emergency access

The Urban Design Report includes a servicing strategy in support of condition 22. The Fish and Coal Offices will be serviced from the main entrances at ground floor level (accessed from the Wharf Road Viaduct) and the services entrance at canal level beneath the external staircase (accessed from the ramp into the Coal Drops). Deliveries will be transferred to the relevant part of the building via the stairs or the lift.

6.8.2 Vehicles for scheduled deliveries to the Fish and Coal Offices will use the service road off Granary Square leading to the Coal Drops Ramp and the service entrance at the bottom of the ramp. Access to this route will be on a managed basis through the KXC Estate Management Team, with bollards positioned at the top of the ramp to prevent use at other times. Conflict with pedestrians will be avoided by allowing deliveries during managed hours. Servicing for the restaurant and drinking establishment will be carried out between the hours of 12am-7:30am daily.

6.8.3 Vehicles will not be permitted to turn onto the Wharf Road Viaduct except in case of emergency. Access is deterred through the landscaping design and the active management of the space by the KXC Estate Management Team. The landscaping along the viaduct has been designed to allow for a 3.5m wide route for emergency vehicles, providing access to the Gas Holders and surrounding area. The viaduct walls will also be reinforced to support this. Planters at the eastern end of the viaduct have been designed to be moveable so that they can be shifted to allow emergency vehicles to pass. It is not considered that servicing would have an adverse impact on pedestrian safety.

6.8.4 Refuse

Condition 28 requires that details of refuse storage and collection are provided as part of relevant reserved matters applications. Section Z of the S106 legal agreement deals with waste and states that the design of buildings should assist with waste segregation and provide appropriate waste storage.

6.8.5 Waste for both the offices and retail units will be stored in the refuse area adjacent to the service entrance in the Eastern Wharf Road Aches. This is an appropriate size to accommodate the anticipated refuse from both types of uses, with separation of recyclable and non-recyclable waste. It is anticipated that refuse will be collected on a daily basis by the KXC Estate Management team and taken to a central refuse store for collection by a commercial waste contractor. Refuse will be collected between midnight and 01.00.

6.8.6 Cycle parking

Condition 51 of the outline permission requires the development to be constructed in accordance with the cycle parking standards set out in appendix 6, as referred to in policy T3, of the Unitary Development Plan (2006). The cycle parking standards require Class B1 offices (above a threshold of 500sqm) to provide for staff 1 space per 250m of floorspace or part thereof and a minimum of 2 spaces for visitors plus any additional spaces required to bring the total up to 10% of the total visitors likely to be present at any one time. Class A1-A5 shopping/food and drink uses require 1 space per 250sqm of floorspace for staff and 1 space per 250sqm of floorspace for visitors above a threshold of 500sqm. The UDP has since been superseded by Local Development Framework (2010). The same standards are applied under the Council's current policies as set out in the LDF(2010).

6.8.7 *Staff cycle parking*

10 bike spaces are provided for office and retail staff: 6 within the building at basement level which will be semi vertical bicycle stands and 4 within the public realm on the north side of the Wharf Road Viaduct (2 Sheffield stands). The spaces will be a mix of Josta and

Sheffield stands. The proposal provides 963sqm of A1-A5 and 1,442sqm of Class B1 offices. Therefore, the standards require a total of 9 bike spaces for staff. As such, the amount of cycle parking exceeds the standards set out in the Unitary Development Plan (2006) and required by condition 51. This is welcomed.

6.8.8 *Visitor cycle parking*

A further 24 visitor cycle spaces will be provided within the public realm on the north side of the Wharf Road Viaduct (12 Sheffield stands). No information has been provided on the likely number of visitor trips that will be generated by the B1 office uses. The Transport Assessment (April 2004) submitted as part of the outline permission also contained no information on the likely visitor trips to be generated by the B1 offices. TRAVL has been used to determine a reasonable trip rate for visitors to the B1 (offices). This yields a trip rate of 0.5 trips per 100sqm of Class B1 floorspace.

6.8.9 Applying this trip rate to the 1,442sqm of B1 offices yields a figure of 7.21 visitors trips a day. However, these visitors are unlikely to stay all day, so assuming visitors visit for an 8 hour period (e.g. between 9am and 5pm) and stay for an average of 2 hours then an estimated number of visitors likely to be attending the office element of the B6 building at any one time would be approximately 1. Based on the same assumptions outlined above and given that provision should be made for 10% of the total visitors likely to be present at any one time, this would mean that provision should be made for at least 1 visitors at any one time. As such, there is a policy requirement to provide 2 spaces for visitors. The proposal substantially exceeds this by providing 24 spaces, providing ample space to provide for visitors of the Fish and Coal Offices and the public realm. This is welcomed.

6.8.10 The reserved matters proposals are consistent with the cycle parking standards set out in appendix 6 of the Unitary Development Plan (2006) and therefore condition 51 has been met.

6.9 **Amenity**

6.9.1 Spoil and lorry movements

Conditions 64-67 deal with spoil and lorry movements. Condition 64 restricts the volume of spoil which can be removed from the site to 270,000 cubic metres per calendar year whilst condition 65 restricts the number of lorry movements for removing the spoil to 31,500 within any calendar year. Conditions 66 and 67 restrict lorry movements bringing material to the site. 8300 lorry movements are permitted per calendar year for importing infrastructure materials and 73,000 for importing construction materials. The reason for these conditions is to ensure that the amenity of adjoining properties and the area generally are protected from the negative effects of development. The restrictions mean that work on the site has to be phased over a longer period rather than all commenced at the same time; this in turn reduces the amount of noise, dirt, dust, and traffic disruption that would occur at any one time.

6.9.2 The estimated volume of spoil removal from Fish and Coal Offices and Eastern Wharf Road Arches would total a maximum of 2,121 cubic meters which converts to a total of 250 lorry movements that would take place in 2015. As set out in the Compliance report (tables 30.1, 30.2) it is envisaged that a total of 20,904 cubic metres of spoil will be removed from the site in 2015 totalling 2,460 lorry movements which is substantially below the annual limit specified in conditions 64 and 65. The estimated number of vehicular movements delivering infrastructure materials and construction materials to the site totals 20,357 movements for 2014 and 11,399 movements for 2015 movements this along with other lorry movements predicted in each year and are significantly within the limits set out in Condition 66 and 67.

- 6.9.3 Every reserved matters application submitted is required under Conditions 20 and 21 to provide an illustrative build out plan and construction time-table. The figures referred to above are based on the timetable set out by the applicant in their current submission. In the event that there were an unexpected delay or change to the construction time-table for bringing forward the Fish and Coal Offices and the Eastern Wharf Road Arches then this would be reflected in later submissions. The cumulative figures for exporting spoil and importing materials required under conditions 64-67 would also take into account any change in the construction time-table. The situation therefore can continue to be monitored.
- 6.9.4 Noise disturbance from plant
The reserved matters applications include the provision of plant at basement level, within the glazed roof extension at block 4 and with the roof of block 3.
- 6.9.5 Condition 60 of the outline permission requires applications for reserved matters to include details of the noise impact of any plant or equipment which forms part of that application. The condition seeks to ensure that the noise standards set out in policies SD7B, SD8A and appendix 1 of the Unitary Development Plan (2006) are complied with and that noise disturbance to neighbouring properties is prevented. The standards require that noise from operational plant is at least 5dB below the background noise level. Where it is anticipated that plant will have a noise that has a distinguishable, discrete continuous note and/or if there are distinct impulses then that plant should operate at least 10dB below the background noise level. The same standards are applied under the Council's current policies as set out in the Local Development Framework (2010).
- 6.9.6 In this case the background noise level or 'baseline' for the site has already been established as part of condition 59 which was discharged in June 2007 (see para. 3.3). The lowest background noise level is at Fish and Coal was 46dB (at night), 53 (in the evening), and 54 (during the day). All plant must operate at 41dB or 36dB where it has the specific characteristics described in the para above. Full details of plant have not been specified, noise levels of the plant would remain controlled by condition 60.
- 6.9.7 Noise Disturbance from uses
Condition 57 states that unless specified by the local planning authority in reserved matters approvals there shall be no restriction on the hours of opening or use of any of the buildings in the development. In this case the reserved matters application is for primarily offices, shopping and food and drink uses. As there is no residential or other similarly noise sensitive uses within the development zone or in any of the neighbouring zones (indeed for the most part the residential accommodation is located to the north of the site) it is not considered necessary to restrict the hours of any of the uses within the current reserved matters applications.
- 6.10 **Contamination**
- 6.10.1 Condition 18 of the outline permission requires that relevant reserved matters applications are accompanied by an earthworks and remediation plan. The plan is required to provide details of site levels (condition 31) and ground conditions and to demonstrate compliance with conditions 64 and 65 which relate to the removal of spoil.
- 6.10.2 An Earthworks and Remediation Plan (ERP) for Fish and Coal Offices & Eastern Wharf Road Arches has been submitted with the application. The contaminated land officer is satisfied that the remediation measures set out in the earthworks and remediation plan are acceptable and that the condition can now be discharged. It is recommended that an informative be attached to the decision reminding the applicant that they will need to agree with the Council the supplementary ground investigations and any remediation that

becomes necessary, and also to submit a final verification report demonstrating that any necessary remediation works have been completed to the required standard.

6.11 Archaeology (condition 56)

6.11.1 Condition 56 states that no development shall take place in each phase notified under condition 21 (construction time-table) until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been approved by the local planning authority. An Archaeological Written Scheme of Investigation Fish and Coal Offices & Eastern Wharf Road Arches has been submitted with the application. English Heritage's archaeological service have advised that the report have been prepared in accordance with their guidelines and that they are satisfied that the submission requirement of condition 56 can be discharged. As such, no further information is required in respect of this.

6.12 Other matters

6.12.1 An Environmental Statement was submitted with the original outline planning application in accordance with the relevant EIA Regulations. That statement, together with other environmental information [listed elsewhere in this report], was duly considered before outline planning permission was granted on 22 December 2006. Officers are satisfied that the environmental information already before the Council is adequate to assess the environmental effects of the development and that further environmental information is not required. Officers have taken the environmental information into consideration in making their recommendation that the reserved matters should be approved.

7. CONCLUSION

7.1 These applications are for the refurbishment of the Fish and Coal Offices and the Eastern Wharf Road Arches for use as offices, a restaurant and a drinking establishment. The proposals comply with all the parameters set down in the outline permission in terms of land use, floorspace and access. The refurbishment works seek to retain the integrity of the building with some sensitive and well considered alterations to facilitate the future use of the building. The proposal includes the addition of a glazed roof extension at block 4 which falls outside of the refurbishment works envisaged in the outline permission and full planning permission is sought for this addition. The proposed roof extension is appropriately positioned on the block with the least prominent roof structure and would appear as a light-weight contemporary addition which preserves and enhances the appearance of the building and the wider conservation area.

7.2 The proposal includes works to the area surrounding the Fish and Coal Offices including the Coal Drop Yard and Ramp and the Wharf Road Viaduct to create high quality public open space. The proposal improves access through the building, will improve sustainability and enables the future use of this building which has been vacant for over 20 years. This is a well thought out and sensitive proposal which retains its historic character. The building has been provided with the facilities it will need to operate successfully for example: cycle parking, servicing and refuse facilities.

8. Recommendation

8.1 It is recommended that members :

- approve the reserved matters application for Fish and Coal Offices and the Eastern Wharf Road Arches (subject to the conditions attached);
- grant full planning permission for the erection of a glazed roof extension to block for of the Fish and Coal Offices;

- and agree to discharge the relevant associated conditions that form part of the outline planning permission granted 22/12/06 (2004/2307/P).

9. LEGAL COMMENTS

9.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Condition(s) and Reason(s): **2014/5272/P**

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: KXC-PLAN-PLAP-05-A-P01-P01; 520-PL-001-C; 520-PL-002-C; 520-PL-003-E; 520-PL-004-C; 520-PL-005-C; 520-PL-006-C; 520-PL-007-D; 520-PL-008-C; 520-PL-009-C; 520-PL-010-C; 520-PL-011-C; 520-PL-012-D; 520-PL-013-C; 520-PL-014-D; 520-PL-015-D; 520-PL-016-D; 520-PL-017-C; 520-PL-018-E; 520-PL-019-C; 520-PL-020-C; 520-PL-021-C; 520-PL-022-C; 520-PL-023-F; 520-PL-024-D; 520-PL-025-D; 520-PL-026-E; 520-PL-027-D; 520-PL-028-C; 520-PL-029-D; 520-PL-030-D; 520-PL-031-B; 520-PL-032-C; 520-PL-033-B; 520-PL-034-C; 520-PL-035-D; 520-PL-036-B; 520-PL-037-C; 520-PL-038-C; 520-PL-039-C; 520-PL-040-B; 520-PL-041-C; 520-PL-042-C; 520-PL-043-A; 279.14(08)3001-R04; 279.14(08)5001-R03; 279.14(08)5002-R05; 279.14(08)7001-R08; 279.14(08)7002-R08; 279.14(08)4301-R01; 279.14(08)4302-R01; 279.14(08)6101-R02; 279.14(08)6102-R02; 279.14(08)6103-R01; 279.14(08)6104-R02; 279.14(08)6105-R02; 279.14(08)6106-R00; 279.14(08)6107-R00; 279.14(08)6201-R02; 279.14(08)6401-R02; 279.14(08)6402-R01; 279.14(08)6403-R01; 279.14(08)6404-R01; 279.14(08)6405-R01; 279.14(03)5005-R04.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 2 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:
 - a) Typical details of new balustrade to the viaduct at a scale of 1:10 including materials, finish and method of fixing into the plinth;
 - b) Detailed drawings and/or samples as appropriate of all paving materials and finishes (including but not limited to stone paving, granite setts, granite paving, granite kerbs, granite stone seating steps, bricks) and other hard landscaping surface treatments. The material under this condition shall be displayed in the form of a samples board to be retained on site for the duration of the relevant works.
 - c) Detailed drawings of all planters, benches and seats.
 - d) Method statement and trial sample area of cleaning of brickwork (including any painted signage).
 - e) Sample panel including pointing of new brickwork and ventilation panel to the north elevation.
 - f) Details of the number, types and locations of bird and bat boxes;

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy

and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 3 Notwithstanding drawings TOWN279.14(08)5001-R03; TOWN279.14(08)6101-R02; TOWN279.14(08)6102-R02; TOWN279.14(08)6103-R01; TOWN279.14(08)6104-R02; and TOWN279.14(08)6105 hereby approved, details of the proposed paving and jointing to the Coal Drops Ramp and Yard north of the Fish and Coal Offices shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the public realm would be accessible to all and to safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24, DP25, and DP29 of the London Borough of Camden Local Development Framework Development Policies.

- 4 Prior to commencement on the relevant part of the development hereby approved details of all external lighting to include location, design, specification, fittings and fixtures (including means of reducing light spillage) shall be submitted to and approved in writing by the local planning authority.

Reason: To safeguard the appearance of the premises and the character and appearance of the conservation area, to protect residential amenity and to conserve biodiversity by minimise light pollution in accordance with the requirements of policies CS5, CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP25 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 The following conditions on the outline permission (ref 2004/2307/P) relating to the relevant subject areas described in this reserved matters and approval of details application are now partially or wholly discharged: 6, 9, 10, 12, 14, 16-23, 26, 27, 28, 31, 32, 33-36, 45, 46, 49, 51, 55, 56, 60, 64-67. You are however reminded of the need to comply with all the ongoing requirements of the controlling conditions of the outline permission, and where relevant, the recommendations of the various method statements and reports which have been approved pursuant to conditions.
- 2 You are advised to contact the Council to agree any supplementary ground investigations which you intend to undertake prior to work on them commencing. If the investigations uncover any previously unidentified ground contamination then you will need to agree appropriate remediation measures with the Council. You are reminded that you are required to give the local planning authority written notification of the commencement of any remediation works. Following the completion of any remediation measures, you are required by Section 16.9 of the Environmental Statement and in line with UK standard industry practice to produce a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out. This would need to be submitted to the Council for its approval following completion of the earthworks and prior to

- the construction of any buildings or hard landscaping on the site (contact Anona Arthur, Environmental Health Team on tel. no. 020 7974 2990).
- 3 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
 - 4 The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>).
 - 5 The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.

Condition(s) and Reason(s): **2014/5273/P**

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: KXC-PLAN-PLAP-05-A-P01-P01; 520-PL-001-C; 520-PL-002-C; 520-PL-003-E; 520-PL-004-C; 520-PL-005-C; 520-PL-006-C; 520-PL-007-D; 520-PL-008-C; 520-PL-009-C; 520-PL-010-C; 520-PL-011-C; 520-PL-012-D; 520-PL-013-C; 520-PL-014-D; 520-PL-015-D; 520-PL-016-D; 520-PL-017-C; 520-PL-018-E; 520-PL-019-C; 520-PL-020-C; 520-PL-021-C; 520-PL-022-C; 520-PL-023-F; 520-PL-024-D; 520-PL-025-D; 520-PL-026-E; 520-PL-027-D; 520-PL-028-C; 520-PL-029-D; 520-PL-030-D; 520-PL-031-B; 520-PL-032-C; 520-PL-033-B; 520-PL-034-C; 520-PL-035-D; 520-PL-036-B; 520-PL-037-C; 520-PL-038-C; 520-PL-039-C; 520-PL-040-B; 520-PL-041-C; 520-PL-042-C; 520-PL-043-A; 279.14(08)3001-R04; 279.14(08)5001-R03; 279.14(08)5002-R05; 279.14(08)7001-R08; 279.14(08)7002-R08; 279.14(08)4301-R01; 279.14(08)4302-R01; 279.14(08)6101-R02; 279.14(08)6102-R02; 279.14(08)6103-R01; 279.14(08)6104-R02; 279.14(08)6105-R02; 279.14(08)6106-R00; 279.14(08)6107-R00; 279.14(08)6201-R02; 279.14(08)6401-R02; 279.14(08)6402-R01; 279.14(08)6403-R01; 279.14(08)6404-R01; 279.14(08)6405-R01; 279.14(03)5005-R04.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 Detailed drawings, or samples of materials as appropriate, in respect of the

following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

- a) Samples of new facing materials for the conservatory extension to be provided on site and retained on site during the course of the works.
- b) Typical details of new balustrade surrounding the roof terrace at block 5 including materials, finish and method of fixing;

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 6 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.