

# Planning Statement

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Gasholders  
Marketing Suite

King's Cross Central General Partner Ltd

December 2014

**King's Cross**





Nathaniel Lichfield  
& Partners

Planning. Design. Economics.

**Gasholders Marketing Suite**

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14214/SSL/RHi

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## 1.0 Introduction

- 1.1 This Planning Statement has been prepared by Nathaniel Lichfield & Partners (NLP) on behalf of King's Cross Central General Partner Ltd (KCCGPL). It accompanies an application for full planning permission for a temporary marketing suite for the permitted Gas Holder Triplets development within Development Zone F of the King's Cross Central (KXC) development site.
- 1.2 The site already has approval for a mixed-use development under the KXC Outline Planning Permission granted in December 2006 (ref. 2004/2307/P) however, the applicant is seeking full planning permission for an interim use (for up to four years) until the permanent development is brought forward.
- 1.3 The description of development for the purposes of the application is as follows:  
*“Erection of a temporary marketing suite with associated landscaping and improvements to the pedestrian footway, to be used in association with the Gas Holder Triplets development.”*
- 1.4 The proposed scheme is outlined in detail in Section 3.0 of this Statement and in the Design and Access Statement.
- 1.5 This report sets out the planning context for the proposals. Section 2.0 describes the application site, its context and surroundings. Section 3.0 sets out the proposed development. Section 4.0 includes the relevant planning policies and Section 5.0 provides an assessment of the proposals. Section 6.0 provides our conclusions the proposed development and its acceptability in planning terms.
- 1.6 In addition to this Planning Statement, the application is accompanied by the following documents:
- Drawings, prepared by Wilkinson Eyre Architects and Dan Pearson Studio
  - Design and Access Statement, prepared by Wilkinson Eyre Architects
  - Archaeological Written Scheme of Investigation, prepared by MOLA
  - Ground Investigation Desk Study Report, prepared by Arup
  - Ecology Statement, prepared by RPS Group
  - Servicing Management Plan, prepared by Peter Brett Associates

2.0

## Application Site and Surroundings

### The Site

2.1

The site for the proposed Gasholders Marketing Suite is situated in a prominent location at the junction of York Way and Goods Way on the eastern edge of the KXC development. It comprises around 0.14 ha and is a triangular shaped piece of land which is bound by Goods Way to the south, York Way to the east and Regent's Canal to the north. The site also includes the pedestrian footways on the north side of Goods Way and the west side of York Way. The location of the site is shown in context on drawing no. 01090-10-W-0000 Rev P01. The site is within the Regent's Canal Conservation Area.

2.2

The site was formerly a petrol filling station, originally built in the 1960s. The petrol station building and structures which remained on the site following its closure in 2011 comprised; a single storey flat roofed red brick sales building (around 100 sqm – 117 sqm including the attached disused water tank enclosure), with a clockwise vehicle circulation around the rear to an adjacent car wash enclosure constructed of matching materials. The filling station forecourt to the west of the sales building contained three pump island, sitting beneath a canopy of approximately 320 sqm, with a height of approximately 5m. The site was served by separate access and egress cross-overs on the Goods Way frontage. All signs and corporate colours were removed in 2011 when the site was vacated. The underground petrol tanks have been decommissioned, emptied of fuel and foam-filled for long-term safety.



Figure 1 View of the Original Petrol Filling Station



2.3

In March 2012 a temporary planning permission was granted for 'The Filling Station' comprising change of use of the vacant petrol sales building to a restaurant (Use Class A3) and of the petrol station forecourt to provide a covered outdoor dining and events space beneath the retained canopy (ref. 2012/0601/P). The permission included the erection of three temporary buildings to provide toilet accommodation and a marketing suite, installation of a new canal-side balustrade and screen wall around the building. The site is currently still in use as 'The Filling Station'.



Figure 2 View of 'The Filling Station' from Goods Way



Figure 3 Aerial View of the Site

- 2.4 There is a small group of trees in the north east corner of the site on the York Way frontage. These were identified as tree nos. 9, 10 and 11 in the 2004 Tree Survey which accompanied the outline planning application and were assessed as poor condition. An additional tree (No. 12) is located adjacent to the site boundary near to the cluster of trees on the site. All of the trees are within the Regent's Canal Conservation Area. An application has been submitted in relation to the proposed removal of Tree No. 9 to accommodate the proposed Gasholders Marketing Suite (application ref. 2014/7366/T).
- 2.5 The Regent's Canal wall forms the northern edge of the site, extending westwards from York Way towards Camley Street Natural Park.
- 2.6 Underneath the site three gas works tunnels are located (the western, central and eastern tunnels) and two Piccadilly Line tunnels.

## **Surroundings**

- 2.7 The site is located on the eastern edge of the KXC development and is bound to the north by the Regent's Canal. Immediately west of the site works were completed in Summer 2012 on a public towpath and waterside seating area with facilities for visitor moorings. To the north of the site and on the opposite side of the canal, Plot J has been completed as a residential building. These are the nearest existing residential uses to the site. Adjacent to Plot J is the Midland Goods Shed site (Development zone K) for which planning permission and listed building consent was granted in June 2014 for refurbishment to provide retail floorspace and educational uses with associated public realm works. Construction works have begun on the Midland Goods Shed site.
- 2.8 To the south of the site, on the other side of Goods Way, are the railway tracks and miscellaneous buildings associated with King's Cross Station.
- 2.9 To the east of the site is York Way and on the opposite site of this road is King's Place, an office building occupied by The Guardian with concert and bar/restaurant uses.
- 2.10 As set out above, the site is separated from any sensitive development by both the canal and busy roads (York Way and Goods Way).

## 3.0 **Proposed Development**

3.1 As set out in Section 2.0, the planning permission for the current temporary use on the site ('The Filling Station') expires on 8 March 2015. The KCCGPL is proposing a further temporary use on the site in advance of its future development for the approved permanent use (under the outline planning permission).

3.2 This application seeks permission for redevelopment of the site to provide a marketing suite for the Gas Holder Triplets development with associated landscaping and improvements to the pedestrian footway on the north side of Goods Way and west side of York Way. Permission for the Gasholders Marketing Suite is sought for a temporary period of four years. This allows for a construction period of one year and then for operation of the marketing suite for a period of three years.

### **Gas Holder Triplets Marketing Suite**

3.3 The marketing suite would have a total floorspace of 527.4 sqm (GEA) spread across ground and first floor levels and with a total height of 8m. The building is a wedge shape reflecting portion of the Gas Holder Triplets development which has circular buildings due to the shape of the Gas Holder guide frames they sit within. The apartments within the Gas Holder Triplets development are necessarily wedge shaped and therefore, the marketing suite, which will contain the show apartment, would mirror this design.

3.4 At ground floor level there would be a 'meet and greet' area for the model display and presentation of information on the Gas Holder Triplets and wider KXC development. The ground floor would also comprise a meeting room, staff kitchen, toilet facilities, printing and utilities room and storage space. In the centre of the ground floor a staircase and lift would be located to provide access to the first floor which would comprise the show apartment. The proposed show apartment is modelled on Apartment Type7-2 which forms part of Gas Holder 10 of the Gas Holder Triplets development and comprises 129 sqm (GEA) of floorspace. At first floor there would also be an external terrace (62 sqm) and event/model and meeting space (67 sqm) which would be used for meeting visitors and for holding events. It is anticipated that the Gasholders Marketing Suite could be used for events during the launch period for the Gas Holder Triplets development.

3.5 The proposed marketing suite building will have a flat roof design. The proposed external façade of the show apartment will replicate the design and materials of the Gas Holder Triplets development to provide a façade mock-up and a true representation of the apartment and its appearance. The south elevation, which fronts onto Goods Way and forms the proposed entrance to the marketing suite, has a semi-circular recess based on Gas Holder 10 atrium geometry which would be clad and have vertical fins to unify this elevation. A semi-circular ramp would provide level access to the marketing suite. On the

east elevation the proposed external fire escape stairs are visible. The north west elevation of the building fronts onto the Regent's Canal. From this elevation the façade of the show apartment would be visible with the proposed mock guide frames in front. This will replicate the main building façade. Three full scale, guide frames are proposed adjacent to and wrapping around the north west elevation of the marketing suite. The proposed guide frames are replicas of the originals in terms of appearance and scale so that the show apartment can give a true impression of the unique Gas Holder Triplets development. In total, the guide frames will be 10.3m in height. The proposed terrace is also located on the north west elevation and it is proposed this would have a timber decked floor with a glazed balustrade.

### **External Lighting**

- 3.6 The entrance crescent to the marketing suite would be externally lit to create an active and interesting frontage along Goods Way. The replica guide frames would also be illuminated to simulate the Gas Holder Triplets development and so that the external areas can be used for evening events. The lighting would comprise directional, discrete lighting to avoid light spill onto the adjacent canal as explained in the accompanying Design and Access Statement.

### **Landscaping**

- 3.7 At ground level the proposed landscaping seeks to reflect the roof terrace and green roof landscape design of the Gas Holder Triplets development so that it can be appreciated in a readily visible environment. Therefore, the proposed materials and planting species/variety will reflect that proposed as part of the Gas Holder Triplets development.
- 3.8 The area to the north of the marketing suite is proposed to be timber decking in a radial pattern with raised corten steel planters to provide enclosure from Goods Way to the south and the car parking area to the west of the decking, again as per the roof garden design of the Gas Holder Triplets development. To the north east of the timber decked area (between the canal and the proposed marketing suite) 'green roof style planting' is proposed. As per the Gas Holder Triplets development, the green roof planting will comprise a variety of shrubs, perennials, succulents, grasses and bulbs.
- 3.9 A cluster of existing trees is located in the north east corner of the site along with boundary with York Way (Tree Nos. 9, 10,11 and 12). It is proposed to retain tree nos. 10,11 and 12 and remove tree no. 9 to accommodate the proposed marketing suite on the site. Tree Nos. 9, 10 and 11 are within the site boundary and Tree No. 12 is adjacent to the boundary and is located at canal level.

### **Access**

- 3.10 The existing vehicular access to the site from Goods Way would be retained as the vehicular and service access for the marketing suite. The western corner of

the site would include two parking spaces and six bicycle parking stands. Deliveries for events would be managed so that the parking spaces are not booked out and any vans will have full use of the parking bays to park up, unload and reverse within the parking area to leave the site in forward gear.

- 3.11 The main access to the marketing suite for visitors would be from the semi-circular recessed entrance off Goods Way. This main entrance would include a stepped access and a ramp to provide level access to the marketing suite.
- 3.12 Waste collection and storage will be carried out in the same manner as the current Filling Station use of the site. The waste and recycling containers will be stored in the eastern part of the site and will be brought to the highway edge on Goods Way for collection on a daily basis. The waste outputs will be greatly reduced compared to the existing Filling Station use.
- 3.13 Improvements to the pedestrian footway on the north side of Goods Way and west side of York Way are proposed to create a high quality public realm. This will ensure the footway is accessible and consistent with the works LB Camden is proposing to carry out to the junction of Goods Way and York Way in 2015. The applicant will enter into a S.278 Agreement with LB Camden to agree the detail and delivery of the proposed pavement improvement works.

## 4.0 **Planning Context and Relevant Policies**

### **Planning History**

- 4.1 The most relevant planning history stems from the location of the site within the KXC masterplan area.

### **Outline Planning Permission (Ref. 2004/2307/P)**

- 4.2 The Outline Planning Permission for the KXC site provides for 713,090 sqm (GEA) of mixed-use floorspace across a 26ha site and was granted in December 2006. The Outline Planning Permission includes a series of Parameter Plans which indicate the principles of development across the KXC site according to a number of Development Zones. The application site is identified as Development F on the Parameter Plans, within which a total of 2,500 sqm of business and employment (Use Class B1) floorspace with 2,200 sqm of residential (Use Class C3) floorspace above is permitted (a total of 4,700 sqm).

- 4.3 As set out in Section 3.0, this application is not a Reserved Matters submission in accordance with the Outline Planning Permission. The permanent development within Development Zone F, as approved under the Outline Planning Permission, will be fully developed in accordance with the envisaged phasing of the development site, in due course.. Therefore, this application seeks a further temporary use on the site now that the exiting temporary 'Filling Station' permission is due to expire in March 2015. Nothing in this application will prejudice the approved development for Development Zone F, pursuant to the Outline Planning Permission, coming forward.

### **Conservation Area Consent (Ref. 2004/2320/C)**

- 4.4 Conservation Area Consent was granted for the demolition of various buildings and structure across the KXC site, including the Petrol Filling Station and Regent's Canal walls (which are listed as item nos. 4 and 14 on the Conservation Area Consent respectively). There are no pre-conditions on the Conservation Area Consent relating to demolition of the Petrol Filling Station and therefore, demolition of the existing Petrol Filling Station buildings will commence in January 2015 in line with the existing Conservation Area Consent.

- 4.5 No works to the Regent's Canal wall, which forms the northern boundary of the site, are proposed as part of this application for the temporary marketing suite.

### **'The Filling Station' (Ref. 2012/0601/P)**

- 4.6 In March 2012 a temporary planning permission was granted for change of use of the vacant petrol sales building to a restaurant (Use Class A3) and of the petrol station forecourt to provide a covered outdoor dining and events space

beneath the retained canopy (ref. 2012/0601/P). The permission included the erection of three temporary buildings to provide toilet accommodation and a marketing suite, installation of a new canal-side balustrade and screen wall around the building. The permission was implemented and the site is currently known as 'The Filling Station'.

- 4.7 Condition 1 of the 'The Filling Station' permission (ref. 2012/0601/P) states that the use and structures approved are for a temporary period only and the use shall cease and all temporary structure removed completely on, or before, 3 years from the date of the permission (8 March 2015). 'The Filling Station' lease expires in January 2015 and following this the site will be vacant.

## **Relevant Planning Policies**

- 4.8 The relevant planning policies are summarised below. An appraisal of the proposals against these policies is provided in Section 5.0.

### **National Planning Policy Framework (NPPF) (March 2012)**

- 4.9 The NPPF states that there are 12 principles that planning should do, including:
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
  - Encourage the effective use of land by reusing land that has been previously development (brownfield land), provided that it is not of high environmental value.
- 4.10 Good design is a key aspect of sustainable development and is indivisible from good planning (para. 56).

### **Local Development Plan**

- 4.11 The Development Plan for the site comprises:
- Camden Core Strategy 2010-2025
  - Camden Development Policies 2010-2015
- 4.12 Also relevant, is the Regent's Canal Conservation Area Appraisal and Management Strategy which defines the special character of the conservation area in which the application site is located.

### **Camden Core Strategy 2010-2025**

- 4.13 The vision statement states that "*Camden will be a borough of opportunity – a vibrant and diverse part of inner London...*" Policy CS1 promotes a concentration of development in the growth area of King's Cross and states that the Council will promote the most efficient use of land and buildings in Camden by:

*“d) seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site.”*

4.14 The Council will support and promote the Central London area of Camden as a successful and vibrant part of the capital to live in, work in and visit (Policy CS9). The Council will:

*“a) recognise its unique role, character and challenges;*

*b) support Central London as a focus for Camden’s future growth in homes, offices, hotels, shops and other uses;*

*c) seek to ensure that development in Central London, in the growth areas of King’s Cross, Euston, Tottenham Court Road and Holborn and beyond, contributes to London’s economic, social and cultural role while meeting the needs of local residents and respecting their quality of life;*

*e) seek to secure additional housing and affordable homes, including as part of appropriate mixed use developments;*

*f) take into account the specific identity of the areas within Central London when taking decisions on planning applications and in relevant initiatives and works;*

*i) preserve and enhance the area’s historic environment;*

*j) seek to improve the quality of the area’s streets and places, the connections between them and the ease of movement into, and through, the area.”*

4.15 The Council will ensure that Camden’s places and buildings are attractive, safe and easy to use by; requiring development of the highest standard of design, preserving and enhancing the conservation areas and seeking the highest standards of access in all buildings (Policy CS14).

4.16 Policy CS17 aims to make Camden a safer place by requiring development to demonstrate that they have incorporated design principles which contribute to community safety and security.

4.17 Policy CS18 requires development to include facilities for the storage and collection of waste and recycling.

### **Camden Development Policies 2010-2025**

4.18 Policy DP16 seeks that development is properly integrated with the transport networks and is supported by adequate walking, cycling and public transport links. Policy DP17 further requires development to make suitable provision for pedestrians, cyclists and public transport. Policy DP18 seeks to ensure development provides the minimum necessary car parking provision.

4.19 Policy DP24 requires all development to be of the highest standard of design and to consider the setting and context of the site amongst a number of other considerations, including; provision of visually interesting frontages at street



level, existing natural features, provision of appropriate hard and soft landscaping and accessibility.

- 4.20 In order to maintain the character of Camden's conservation areas, the Council will take account of conservation area statements/appraisals when assessing applications and only permit development that preserves and enhances the character and appearance of the area (Policy DP25).
- 4.21 The quality of life of occupiers and neighbours will be protected by only permitting development that does not cause harm to amenity (Policy DP26).

**Regent's Canal Conservation Area Appraisal and Management Strategy (September 2008)**

- 4.22 The application site is described in the following terms in the relevant section of the Conservation Area Appraisal dealing with the stretch of the canal as it passes the Goods Way/Wharf Road bridge (pp. 23-24):  
*"The south bank has a high embankment topped by a petrol filling station which contributes nothing to the character or appearance of the conservation area."*
- 4.23 Similarly, in the context of negative features, the appraisal states (p. 26):  
*"The petrol filling station at the base of the Maiden Lane Bridge detracts from the setting of the canal."*
- 4.24 Clearly, there is a significant opportunity for enhancing the Regent's Canal Conservation Area, not only through the permanent development already permitted for Development Zone F under the KXC Outline Planning Permission, but also through appropriate temporary development, as now proposed, in the interim until the permanent development comes forward.

## 5.0 **Planning Assessment**

### **Principle of Development and the Proposed Use**

- 5.1 The existing temporary use of the site as The Filling Station expires in March 2015. In accordance with condition 1 of planning permission ref. 2012/0601/P the use shall cease and all temporary structures removed completely on, or before, 8 March 2015. Whilst The Filling Station was a successful and popular temporary bar/restaurant use on the site, which made innovative use of the existing petrol filling station buildings, the structures are becoming tired in their appearance having served the three years they were permitted for. The proposed development will result in the removal of the temporary structures (in accordance with permission ref. 2012/0601/P) and demolition of the petrol filling stations structures and buildings (in accordance with permission ref. 2004/2320/C) in January 2015.
- 5.2 The proposed use of the site for a marketing suite for the Gas Holder Triplets development is considered to be appropriate as it will create a high quality development on this prominent site at the junction of York Way and Goods Way. The site is well located to provide views towards the KXC development and the Gas Holder Triplets site and so it is an appropriate location for a proposed marketing suite.

### **Relationship with KXC Masterplan**

- 5.3 The permanent development for Development Zone F in accordance with the Outline Planning Permission will be fully developed in accordance with the envisaged phasing of the development site, in due course.. The planning permission for the existing temporary use as The Filling Station expires in March 2015 and therefore, the site will become vacant if an alternative temporary use is not pursued in the interim.
- 5.4 Nothing within the current planning application, in terms of use or built development, will prejudice the future development of the site pursuant to the KXC Outline Planning Permission as permission is only sought for a temporary period of four years.

### **Design and Amenity**

#### **Appearance**

- 5.5 As set out in Section 3.0 and in more detail in the accompanying Design and Access Statement, the proposed marketing suite will have a high quality appearance as the materials and design reflect a portion of the proposed Gas Holder Triplets development in Development Zone N. The marketing suite contains a show flat for the Gas Holder Triplets development and therefore, the finishes and materials will replicate the specification of that scheme.

- 5.6 The marketing suite has been positioned on the site to make use of the prominent location at the junction of York Way and Goods Way. The main entrance to the marketing suite is from Goods Way, close to the corner junction so it is visible. The marketing suite has been orientated to make use of views of the Regent's Canal and across to the already developed areas of the KXC development including, The Granary, The Midland Goods Shed and towards Development Zone N. The orientation will also mean the marketing suite has good levels of daylight and afternoon sun.
- 5.7 The proposed replica gas holder guide frames will create a feature on this prominent site. Installation of the guide frames will also enable a true mock-up of the Gas Holder Triplets development and the view of the frames from within the show flat.
- 5.8 The proposed materials for the external façade of the show flat will replicate those specified for the Gas Holder Triplets development. The Goods Way and York Way elevations will be clad in dark grey metal panels to give a high quality and simpler finish which contrasts with the exterior of the show flat which has much more detail and lighter finishes. This design will create interest and contrast within the development. The semi-circular entrance façade, located on Goods Way, will be clad in polycarbonate panels or glazing with different levels of transparency and colour to screen some of the back of house facilities at ground level. Vertical metal louvres will provide solar shading to the south-facing entrance façade and create a unified, dynamic and interesting façade.
- 5.9 The proposed marketing suite would deliver a high quality scheme which makes effective use of the brownfield site in accordance with paragraphs 17 and 56 of the NPPF, Policy CS1 of the Camden Core Strategy and Policy DP24 of the Camden Development Policies document.

### **External Lighting**

- 5.10 The proposed lighting strategy seeks to enhance the architecture after dark whilst creating a safe environment in accordance with Policy CS17 of the Camden Core Strategy. The lighting design has considered the sensitive location of the site adjacent to the Regent's Canal and therefore, directional fittings will be used with optical control to reduce light spill.

### **Landscaping**

- 5.11 As set out in Section 3.0 the proposed landscaping reflects the strategy for the Gas Holder Triplets in Development Zone N. The proposed roof terrace and green roof planting of the Gas Holder Triplets development will be replicated at ground level of the marketing suite, in the area between the building and the canal. Therefore, the scheme utilises both native and non-native planting which will enhance the ecological value of the site. The combined planting will provide nectar sources for insects, buds/seeds for birds and shelter/food resource for mammals.

- 5.12 The scheme includes the removal of one tree (Tree No. 9), which is subject to a separate application (ref. 2014/7366/T). Tree Nos. 10, 11 and 12 will be retained at this stage and therefore, the impact on existing trees has been minimised.

### **Impact on the Conservation Area**

- 5.13 In accordance with Policy CS14 of the Camden Core Strategy the proposed development is high quality and will deliver an attractive building on what will become a vacant site in January 2015. The existing 'Filling Station' development utilised many of the previous petrol filling station buildings and combined these with the erection of some temporary structures (such as the perimeter enclosure) which were intended to be used for three years in line with the planning permission. Therefore, the existing site has deteriorated in appearance as the permitted three years ends in March 2015 and the use was only ever intended to be temporary.
- 5.14 The Regent's Canal Conservation Area Appraisal and Management Strategy identifies the petrol filling station as a building which detracts from the setting of the canal. The proposed marketing suite is a new high quality building which will significantly improve the appearance of the site. The proposed landscaping will improve the relationship of the site with the canal by introducing new native and non-native planting. Therefore, the proposals accord with Policy DP25 of the Camden Development Policies document.

### **Access and Servicing**

- 5.15 Peter Brett Associates (PBA) has prepared a Servicing Management Plan to accompany the planning application. This Report concludes that the servicing requirements of the marketing suite would be relatively low and will be significantly less than the existing use (up to 20% less vehicle activity to/from the site). Therefore, the proposed development offers an overall improvement in terms of vehicle generation and the impact on traffic using the surrounding highway network.
- 5.16 It is proposed that the existing vehicular access in the western corner of the site is to be retained and will be utilised for car, bicycle and delivery parking. Pedestrian access to the site is from Goods Way and both stepped and ramped access is to be provided in the semi-circular entrance which reflects the geometry of the atrium of Gas Holder 10 in the Gas Holder Triplets development. Pavement improvement works to the north side of Goods Way and west side of York Way are proposed to create an accessible surface along the frontage of the Gasholders Marketing Suite. A S.278 Agreement will be entered into to deliver these works.
- 5.17 Policy DP18 states that in the designated 'Central London Area', in which the site is located, development is expected to be car free. Therefore, the development includes provision for only 2 car parking spaces, one of which is a disabled bay. The parking spaces will be used by appointment only and will be

managed by the on-site staff at the marketing suite. When required, the spaces will be booked out to enable servicing and delivery vehicles to use them.

- 5.18 Appendix 2 of Camden's Development Policies document provides the minimum standards for cycle parking which development will be expected to meet. For 'Sui Generis' uses, a use class of a similar nature can be used for guidance. For Use Class B1, the minimum cycle parking standard for staff is 1 space per 250 sqm or part thereof (from a threshold of 500 sqm) and for visitors is a minimum of 2 spaces (from a threshold of 500 sqm) plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time. Typically, 5-10 will be at the marketing suite at any time and therefore, the proposed six bicycle stands (provision for 12 spaces) will meet the minimum standard for staff and visitors.
- 5.19 In accordance with Policies DP16 and DP17 the site is well located to make use of public transport connections on York Way and both King's Cross and St Pancras stations. Therefore, it is expected that the majority of visitors to the marketing suite will come on foot, bicycle or use public transport.
- 5.20 Waste and recycling will be stored in the eastern part of the site as per the existing arrangements. In accordance with Policy CS18 of the Camden Core Strategy suitable provision has been included in the development.

## **Ecology**

- 5.21 A verification Phase 1 Habitat Survey of the site was undertaken by RPS on 29 October 2014 to confirm the validity of the existing ecological data for the site within the 'King's Cross Extended Phase 1 Habitat Survey Report', October 2007.
- 5.22 The accompanying Ecology Report concludes that the findings of the 2007 Habitat Survey Report still stand and that the application site is still of low ecological value and that no impacts are anticipated on the adjacent Regent's Canal. Given the temporary nature of the proposals, the Report includes some appropriate ecological enhancement measures including; the installation of a bird box in the retained trees. The Report concludes that the proposed new landscape planting (comprising both native and non-native species as per the Gas Holder Triplets development in Development Zone N) on the site, will provide nesting and foraging features to a variety of wildlife providing green links for wildlife in a highly urbanised location.

## **Contamination**

- 5.23 A Ground Contamination Desk Study has been prepared by Arup to accompany the planning application. The report identifies and assesses existing information relating to the ground conditions and the environmental setting of the site and outlines the potential risks and further investigations that will be carried out prior to commencement of the development.

- 5.24 Due to various site constraints (such as the Canal Wall and underground tunnels), the proposed construction programme and the temporary nature of the proposed development, the aim is to construct a raft foundation solution directly above the existing hard standing (Option A). As a result the construction works will not penetrate the existing ground level. However, investigations are ongoing and if this option is not feasible, Option B will be undertaken which comprises a piled foundation solution. The Ground Contamination Desk Study assesses the potential for contamination and identifies the further investigations required for both options to ensure the worst case scenario has been fully considered.
- 5.25 The Study concludes that there is relatively low potential for widespread contamination from the decommissioned fuel tanks as they were entirely encased in concrete. The potential for significant contamination is therefore considered to be locally moderate to generally low.
- 5.26 The proposed development is for a temporary use of the site for a relatively insensitive end use with little disturbance of the ground (it is not proposed to remove the decommissioned fuel tanks). Therefore, the Study states that if contamination is encountered during development it will be left in the ground, based on an updated risk assessment demonstrating no significant risk to human health and the environment in the short term. The residual hydrocarbons will be dealt with fully during the later development of the site in accordance with the Outline Planning Permission. Option A will include a barrier membrane to protect against ground gas vapours. If Option B is implemented and local significant contamination is identified in an area where ground works are taking place, it may be necessary to locally implement some control or removal to facilitate safe development (for example, locally around a pile cap installation). The Study details the methodologies for the proposed targeted ground investigations, analysis and site safety and control during construction.

## **Archaeology**

- 5.27 The accompanying Written Scheme of Investigation (WSI) has been prepared to detail a programme of archaeological works which will be undertaken during the proposed groundworks. The proposed archaeological programme requires a watching brief during site investigations, probing of pile locations and foundations and any other groundworks. The WSI states that a watching brief is considered to be appropriate given the limited nature of the proposed intrusive groundworks. Methodologies are set out in the WSI should any archaeological and environmental deposits and structures be identified during the works.
- 5.28 Further archaeological investigations, in accordance with the Outline Planning Permission, will be undertaken when the site is fully developed in accordance with the envisaged phasing of the development site.

## 6.0 **Conclusions**

- 6.1 The proposed Gasholder Marketing Suite would be a high quality development on a prominent site at the eastern edge of the KXC site. The site is considered to be an appropriate location on which to 'showcase' the permitted Gas Holder Triplets development as it has views towards the KXC development and the Gas Holder Triplets site.
- 6.2 The current temporary planning permission for The Filling Station on the site expires in March 2015 and therefore, this application will make effective re-use of the site until the permanent development comes forward, pursuant to the Outline Planning Permission. The application proposal for a marketing suite is an active use which will add to the vitality of this edge of the KXC site. The proposed development will significantly improve the appearance of the site which would otherwise become inactive and vacant in March 2015.
- 6.3 The proposed development accords with both national and local planning policies given the high quality design proposed. The temporary nature of the proposed use will not prejudice the permanent development being brought forward in the future as part of the KXC Outline Planning Permission.





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