

Address:	Building R1 Development Zone R King's Cross Central Corner of Handyside Street and Cubitt Park King's Cross London N1C		3
Application Number:	2015/2886/P	Officer: Jenna Litherland	
Ward:	St Pancras & Somers Town		
Date Received:	22/05/2015		
Proposal: Erection of a 10 storey building plus 2 basement storeys for educational use (Class D1) plus other ancillary uses and 2 x flexible Class A1/A3/A4) units at ground floor level with associated servicing, cycle parking and infrastructure and public realm works in respect of (Development Zone R1 of King's Cross Central).			
Background Papers, Supporting Documents and Drawing Numbers: KCX-PLAN-PLAP-09-A-P01-P01; KXC-PLAN-PLAP-10-A-P01-P01; A1-01; A1-02; A2-00-Rev1; A2-01; A2-02; A2-03; A2-04; A2-05; A2-06; A2-07; A2-08; A2-09; A2-10; A2-11; A2-12; A2-13-Rev1; A3-01-Rev1; A3-02; A4-01; A4-02-Rev1; A4-03; A4-04; A8-312; A8-30; A8-31; A8-40; A8-41; A8-42; A8-61b; TOWN279.11.1(08)5001-R09; TOWN279.11.1(08)5003-R04; TOWN279.11.1(08)6001-R00; TOWN279.11.1(08)6002-R00; TOWN279.11.1(08)6003-R00; TOWN279.11.1(08)6004-R00; TOWN279.11.3(08)6005-R00; TOWN279.11.1(08)6006-R00; TOWN279.11.1(08)6101-R00; TOWN279.4(08)6401-R00; TOWN279.11.1(08)7001-R00; TOWN279.11.1(08)7002-R00; Planning Statement including Compliance Statement by Argent (Kings' Cross) Limited dated May 2015; WSI for Archaeological Watching Brief by MOLA dated April 2015; Historic Environment Assessment by MOLA dated March 2015; Environmental Sustainability Plan by Ove Arup and Partners Ltd dated 15 May 2015; Earthwork and Remediation Plan by Ove Arup and Partners Ltd dated May 2015; Design and Access Statement by Maki and Associates dated May 2015.			
RECOMMENDATION SUMMARY: Grant conditional permission subject to a S106 legal agreement.			
Applicant:		Agent:	
Kings Cross Central General Partnership Limited & Aga Khan Development Network 4 Stable Street London N1C 4AB		Argent (King's Cross) Ltd 4 Stable Street London N1C 4AB	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GEA)
Existing	Vacant site		N/A
Proposed	Flexible A1 Shop, A3 Restaurants and Cafes, and A4 Drinking Establishments		387 sqm
	D1 Non-Residential Institution		8,780 sqm

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	1

Reason for Referral to Committee: The proposal constitutes a Major Development which involves the construction of more than 1000 sqm of non-residential floorspace [Clause 3(i)], it also includes the creation of a Class A3/A4 use [Clause 3(iv)]. Furthermore, it will involve the making of a planning obligation under Section 106 of the Town and Country Planning Act 1990 [Clause 3(vi)] which in part relates to matters outside the scheme of delegation. This application is also being referred under part (ii) details of the siting, design and external appearance of more than 1000sqm of non-residential floorspace of the King's Cross Delegation Agreement agreed by the Development Control Committee on 26 July 2007.

OFFICERS' REPORT

EXECUTIVE SUMMARY

Outline permission was granted in 2006 for redevelopment of the former railway lands north of King's Cross Station to provide a phased mixed-use development including significant retail and office floorspace, 1700 residential units including 750 affordable residential units, and 650 student housing units. The outline permission set parameters for development which controlled matters such as the height, mass, floorspace and use, as well as an overall masterplan for access, layout and principal areas of public realm.

This application relates to land within the area identified as development zone R. R1 is located at the south western corner of Development Zone R which is located within the north-eastern part of the wider Kings Cross Central Masterplan.

The development is for erection of a ground plus nine storey building, providing 8,780 sqm (GEA) of D1 educational floorspace comprising teaching and learning space, a library, and administrative space for the Institute of Ismaili Studies (IIS) and the Institute for the Study of Muslim Civilisations (AKU-ISMC), together with 387 sqm (GEA) of retail/restaurant floorspace, shared between two units, one to the north and one to the south, at ground floor level.

This report does not consider a reserved matters submission, instead it considers an application for full planning permission for a development plot within King's Cross Central. The reason for this is that the proposed building extends beyond the agreed parameters for R1 set by the outline permission and therefore cannot be considered under reserved matters. The proposed building does not comply with the outline permission in that it exceeds the quantum of D1 floorspace permitted within Development Zone R.

The proposed building and use are well conceived and have the potential to enhance the original masterplan rather than undermine it. The higher education institution would be located in a highly accessible location and will contribute positively to the mix of uses within the wider Kings Cross Central. Furthermore, the use will generate employment opportunities and will not impact on the sites ability to achieve its targets for provision of B1 employment floorspace. The building is an elegantly detailed high quality proposal with strong sculptural expression. The proposed building is considered to be of the highest architectural merit.

The applicant has demonstrated that the building will have no adverse impact on the amenity of neighbouring residential properties in terms of privacy and noise.

The applicant will adopt the travel plan secured for the entire site and develop their own site-specific plan; similarly they will adopt the approved Code of Construction which seeks to control construction activities, minimising noise, traffic disruption and protecting air quality. The development has been designed to minimise the reliance on the private motor car. To encourage use of more sustainable modes of transport a significant amount of cycle parking has been provided. The sustainability credentials of the building are enhanced further through the incorporation of energy efficiency measures, linking the building to the site-wide energy centre and the provision of photovoltaics. The building will be an exemplar in sustainability terms.

The current application will link back to the original legal agreement so that the floorspace counts towards all the thresholds in the original agreement which trigger delivery of these new facilities.

1. SITE

- 1.1 The current application relates to a development plot which forms part of 'King's Cross Central' the former railway lands located north of King's Cross Station. 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 CTRL 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 railway lands were granted outline planning permission in 2006 for a phased mixed-use development including significant retail and office floorspace, 1700 residential units including 750 affordable residential units and 650 student housing units (see paragraph 3.0). The outline permission divided the site into 'zones' and agreed parameters for development within each area. This application relates to land within the area identified as development zone R.
- 1.2 R1 is located at the south western corner of Development Zone R which is located within the north-eastern part of the wider Kings Cross Central Masterplan. The outline consent for Zone R allows a mixed use development predominantly of residential and B1 employment space with significant areas of public open space. Zone R is divided into several sub-plots some of which having gained Reserved Matters Approval (RMA) already including R5 South and R7. R4 and R5 North have also gained RMA and have recently been completed and occupied (see planning history).
- 1.3 R1 fronts Lewis Cubitt Park to the west, Handyside Street to the south, and Beaconsfield Street to the east. To the north the site is bound by R3 and R3 gardens which are yet to be submitted for RMA, however R3 will come forward as permanent housing (Class C3). R7 (2015/0368/P) is to the east and comprises offices at upper floors and retail use at ground floor.
- 1.4 The site is not located within a conservation area, but the Regent's Canal and King's Cross Conservation Areas are located to the south. The Granary and the Western Transit Shed which are grade II listed lie immediately to the south of the application site. There are no railway tunnels running directly beneath the development site.
- 1.5 The existing topography of the site is generally flat with a slight fall from the north-east corner to the southwest corner by approximately 0.35m.

2. THE PROPOSAL

- 2.1 As outline planning permission has already been granted for re-development of King's Cross Central normally the details of individual development plots come forward as reserved matters submissions. Reserved matters submissions deal with layout (except as set out in parameter plan KXC005), scale, appearance, access (except as set out in parameter plan KXC007) and landscaping. They also address the relevant conditions attached to the outline permission. Some of these specify that certain supporting material must be submitted at reserved matters stage, others require the submission of details prior to implementation. In addition, reserved matters submissions for King's Cross Central address 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 and information is normally provided where relevant so that compliance with these can be monitored by the Council.
- 2.2 This report does not consider a reserved matters submission, instead it considers an application for full planning permission for a development plot within King's Cross Central. The reason for this is that the proposed building extends beyond the agreed parameters for

R1 set by the outline permission and therefore cannot be considered under reserved matters.

- 2.3 The proposed building does not comply with the outline permission in that it exceeds the quantum of D1 floorspace permitted within Development Zone R. Annex B of the Development Specification (2005) allows for up to 50,000m² of B1 office floorspace, up to 2,000m² of D1 floorspace and up to 1,675m² of retail floorspace (in addition to residential and D2 floorspace) within Zone R. Consequently, the proposal for Building R1 for 8,780m² (GEA) of educational floorspace together with 387m² (GEA) of retail/restaurant floorspace at ground floor level exceeding the D1 quantum for the Development Zone. This proposal is therefore being brought forward under a separate, full planning application in a similar approach to that undertaken for Building T6, also in the north of the site.
- 2.4 The development is for erection of a ground plus nine storey building, providing 8,780 sqm (GEA) of D1 educational floorspace comprising teaching and learning space, a library, and administrative space for the Institute of Ismaili Studies (IIS) and the Institute for the Study of Muslim Civilisations (AKU-ISMC), together with 387 sqm (GEA) of retail/restaurant floorspace, shared between two units, one to the north and one to the south, at ground floor level.
- 2.5 The building also comprises two levels of basement which would house plant, storage, bicycle parking and welfare facilities. The main entrance to the academic institutions is located at the south-west corner of the ground floor on Handyside Street close to its intersection with Lewis Cubitt Park. There is a second entrance on the north elevation facing onto the Zone R garden. The two retail units will be accessed via their own separate entrances also at ground floor level. The upper floors of the building (levels 1-9) will comprise the learning and teaching spaces, library and book collections, and study and research office areas, along with seven terraces and garden areas, shared between the two academic institutions.
- 2.6 The proposal also includes public realm works to the adjacent parts of Lewis Cubitt Square, Handyside Street and Beaconsfield Street including 6 external cycle racks (12 cycle spaces) on Handyside Street.
- 2.7 During the course of the application revisions have been made to increase the level of cycle parking provision from 72 spaces within the building and 6 spaces in the public realm to 108 within the building and 12 spaces within the public realm.

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 6 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 14(b) - approval of reserved matters of not less than a further 70,000sqm GEA of built accommodation within 6 years of the permission, bringing the total to not less than 140,000sqm GEA of built accommodation.
- Condition 14(c) - approval of reserved matters of not less than a further 70,000sqm GEA of built accommodation within 9 years of the permission, bringing the total to not less than 210,000sqm GEA of built accommodation.
- 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 (2004/2313/L), partial demolition of the Great Northern Hotel (2004/2314/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).

3.2 To date reserved matters approvals have been granted for Zones G, J, L and V and sub-zones T1, T5, G1, R2, R4, R5 south and north, R7, B1, B2, B3, B4, B5, 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, the Boulevard, Canal Square, Pancras Road, Granary Square, Handyside 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 scheme are reserved matters approval for The University of the Arts (2007/5228/P), Cubitt Square and Park (2014/2366/P) and R7 (2015/0368/P). Officers are currently involved in preliminary pre-application discussions in relation to a residential scheme in sub-zone R3.

4. CONSULTATIONS

- 4.1 The following organisations were consulted on this application. Adjoining neighbours were also consulted on Stable Street. A site notice was displayed from 27/05/2015 to 17/06/2015 and a press notice advertising the application was published in the Camden New Journal newspaper on 28/05/2015 (expired 17/06/2015).

4.2 Thames Water

Thames Water commented on the application requesting details of the drainage strategy demonstrating how the proposal will comply with the combined peak discharge to the combined sewers of 2292l/s or less. The requested details have been submitted during the course of the application and Thames Water have confirmed they are satisfied the drainage infrastructure would be adequate.

Thames Water originally also requested a piling method statement, however they have withdrawn this request as piling will not affect their assets.

4.3 English Heritage (GLAAS)

No objection.

4.4 Transport for London

Comments received advising that the level of cycle parking falls short of the London Plan Policy requirement. TfL requested that 120 spaces are provided.

The level of cycle parking has been increased from 78 to 120 during the course of the application to address TfL's concerns.

4.5 London Underground Limited

No comment.

4.6 London Borough of Islington

No comment.

4.7 King's Cross CAAC

No reply to date.

4.8 Regent's Canal CAAC

No reply to date.

4.9 Network Rail

No comment.

4.11 Kings Cross Development Forum

No reply to date.

4.12 Regents Network

No reply to date.

4.13 **Designing Out Crime Officer (Metropolitan Police)**

No objection.

Adjoining Occupiers

<i>Number of letters sent</i>	36
<i>Total number of responses received</i>	0
<i>Number in support</i>	0
<i>Number of objections</i>	0

4.14 No representations were received from adjoining occupiers.

5. POLICIES

5.1. Development Plans

5.1.1 Set out below are the policies of the London Plan and the LDF Core Strategy and Development Policy documents that the proposals have primarily been assessed against. However, it should be noted that recommendations are based on assessment of the proposals against the development framework taken as a whole together with other material considerations.

5.1.2 National Planning Policy Framework 2012

Paragraphs 14, 17, 18, 19, 23, 29-41, 56-66, 69, 70, 93-99, 110, 111, 117, 118, 120-125, and 126-141,

5.1.3 The London Plan 2015, consolidated with amendments since 2011.

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.3 Growth Areas and Co-ordination Corridors
- Policy 2.10 Central Activities Zone – strategic priorities
- Policy 2.11 Central Activities Zone – strategic functions
- Policy 2.12 Central Activities Zone – predominantly local activities
- Policy 3.18 Education facilities
- Policy 4.1 Developing London's economy
- Policy 4.10 New and emerging economic sectors
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 5.16 Waste self-sufficiency
- Policy 5.18 Construction, excavation and demolition waste

- Policy 5.21 Contaminated land
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.19 Biodiversity and access to nature
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

5.1.4 **LDF Core Strategy and Development Policies (2010)**

5.1.5 **Core Strategy**

- 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
- CS10 Supporting community facilities and services
- CS11 Promoting sustainable and efficient travel
- CS13 Tackling climate change through promoting higher environmental standards
- CS14 Promoting high quality places and conserving our heritage
- CS15 Protecting and improving our parks and open spaces and encouraging biodiversity
- CS16 Improving Camden's health and well-being
- CS17 Making Camden a safer place
- CS18 Dealing with waste and encouraging recycling
- CS19 Delivering and monitoring the Core Strategy

5.1.6 **Development Policies**

- DP1 Mixed use development
- DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
- DP15 Community and leisure uses
- DP16 The transport implications of development
- DP17 Walking, cycling and public transport
- DP18 Parking standards and limiting the availability of car 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
- DP30 Shopfronts
- DP32 Air quality and Camden's clear zone

5.1.7 **Supplementary Planning Guidance**

- Camden Planning Guidance
 - CPG1 – Design (2015)
 - CPG3 – Sustainability (2015)
 - CPG5 – Town Centres, Retail and Employment (2013)
 - CPG6 – Amenity (2011)
 - CPG7 – Transport (2011)
 - CPG8 – Planning Obligations (2015)
- Kings Cross Conservation Area Statement (2004)
- Regent's Canal Conservation Area Statement (2008)

6. **ASSESSMENT**

6.1 **Introduction**

- 6.1.1 Outline planning permission was granted in 2006 for redevelopment of the former railway lands north of King's Cross Station. Since then 39 reserved matters applications have been approved by the Council for 474,894sqm of floorspace (67% of the permitted 713,090sqm) including the provision of new buildings to provide housing, retail and office accommodation and the sympathetic restoration of historic buildings on the site to provide educational facilities and hotel accommodation.
- 6.1.2 The current proposal is a departure from the outline planning permission granted for King's Cross Central. This is the third time since the outline permission was granted that the applicant has sought to deviate from the approval. The first time being in relation to development plot T6 and the second time in relation to the Fish and Coal Offices. The principle 'principle' of varying the agreed parameters for this development plot is acceptable. The proposal must be considered on its own merits against current planning policy taking into account all other material considerations which would include the outline permission for the site.
- 6.1.3 The assessment of this proposal has been divided into two sections. The first deals with matters of land use where it is clear that the proposal does not wholly comply with the outline permission. Impacts directly associated with the land use matters such as cycle parking are also considered in this section. The second section covers those aspects of the proposal which have been developed within the spirit of the outline permission. Although this is a standalone planning application where necessary reference has been made to the relevant conditions of the outline permission. The relevant conditions have also been listed below for information:

Condition No.	Details Required
6	Reserved matters to include details of buildings adjacent to or affecting the setting of a listed building
9	Reserved matters to include details of landscaping and

	trees
10	Reserved matters to include details of landscaping programme
14	Phasing of approvals
16	Reserved matters accompanied by Urban Design Report
17	Reserved matters accompanied by Environmental Sustainability Plan
18	Reserved matters accompanied by Earthworks and Remediation Plan
19	Reserved matters accompanied by Access Statement
20	Reserved matters accompanied by Illustrative Build-Out Plan
21	Reserved matters accompanied by Construction Timetable
22	Reserved matters accompanied by Servicing Strategy
27	Details of floorspace figures, floorplans and layouts of use, vehicle and other servicing and access including coach access and parking
28	Details of refuse storage and collection
31	Development to be carried out within defined parameters (controlling condition)
33	Limit of 713,090sqm floorspace for the entirety of the King's Cross Central Site (controlling condition)
34	Limit of 468,840sqm floorspace for development north of the canal (controlling condition)
35	Prescribed uses within defined limits in certain areas (controlling condition)
36	Uses to be distributed within development zones (controlling condition)
37	Basement size
38	Basement layout, design, Access Plan
45	Drainage infrastructure - limit on peak discharge to existing combined sewer (controlling condition)
46	At least 15% of buildings shall have green or brown roofs (controlling condition)
48	Requirement for pipework to connect to district heating/combined heat and power systems (controlling condition)
51	Cycle parking in accordance with appendix 6 of the UDP 2006 (controlling condition)
55	Archaeology - Programme of building recording and analysis
56	Archaeological investigation and mitigation
60	Reserved matters accompanied by full particulars of noise impact of any plant
64	Volume of spoil removed - annual limit (controlling condition)
65	Lorry movements removing spoil - annual limit (controlling condition)
66	Lorry movements importing infrastructure -annual limit (controlling condition)
67	Lorry movements importing construction materials - annual limit (controlling condition)

6.1.4 Although this is a free standing application it is intended that the floorspace provided would count against the site wide totals under the outline permission. The retail (A1-A5)

floorspace will be counted towards the retail allowance within Development Zone R and the academic floorspace will be counted against the 50,000sqm (as specified in Annex B), of B1 floorspace permitted within the Development Zone R which was envisaged to come forward at this site. As such, this D1 floorspace would be developed in lieu of the proposed B1 floorspace. It is also intended that the total floorspace proposed under this application would count towards the triggers for obligations/payments required under the legal agreement secured as part of the outline permission as if R1 had been submitted as a reserved matters application rather than a free-standing planning application.

- 6.1.5 The proposals have been considered against the 2011 Environmental Impact Assessment (EIA) Regulations and accompanying guidance in Circular 02/99. The proposed development does not fall within the categories specified in Schedule 1 of the Regulations where an EIA is required. Developments listed in Schedule 2 of the Regulations may require an EIA. Taking into account the size, location and nature of the proposed development, its relationship to the King's Cross Central development which was the subject of a comprehensive Environmental Impact Assessment, and it not being located within a 'sensitive' area, it is concluded that it does not fall within Schedule 2 of the Regulations. It is considered that the proposed development does not require an Environmental Impact Assessment and that the limited environmental impact of the development is adequately addressed by the documents submitted as part of the planning application.

6.2 Part 1: Land Use and Cycle parking

6.2.1 Land Use

- 6.2.2 The proposal is for creation of 8,780sqm of D1 educational use which will comprise teaching and learning and administrative spaces with an associated library for use by two research and educational institutions - Institute of Ismaili Studies (IIS) and the Institute for the Study of Muslim Civilisations (AKU-ISMC).
- 6.2.3 The outline permission allows a mixed use development in Zone R with the primary uses being B1 employment and residential uses. Annex B does allow for some D1 floorspace within the zone with a floorspace area of up to 2,000 sqm. The current proposal significantly exceeds this amount. However, the proposed D1 floorspace does not exceed the total permitted floorspace for Development Zone R, and consequently the proposal for Building R1 would sit within the overall total for the wider Kings Cross Central site. As D1 floorspace was envisaged in zone R through the outline permission the principle of provision of D1 floorspace in this location is considered acceptable. Therefore, the assessment to be made is whether increase in the proportion of D1 floorspace over and above the quantum envisaged at outline stage is acceptable.
- 6.2.4 Policy CS10 states that the Council will support the higher education sector in Camden and will balance its requirements with those of other sectors and the local community. The Council will ensure that such developments are sensitive to their surroundings, take into account the cumulative impact on the balance and mix of uses in the area, protect residential uses, the local environment and the amenity of, and services for, the residential community and other users of the area and their future needs.
- 6.2.5 Policy DP15 of the LDF states that the Council will grant planning permission for the development of new community uses provided that they are accessible by a range of transport modes and located in the Central London Area if they are expected to attract a

large number of visitors. For the purpose of policy DP15 a further educational institution is considered to be a community use.

- 6.2.6 CS9 states that in order to support and promote the Central London area of Camden as a successful and vibrant part of the capital the Council will support the concentration of medical, educational, cultural and research institutions within central London.
- 6.2.7 The educational facilities to be brought forward at the application are existing institutes which currently operate within Camden on Euston Road. This proposal would see these intuitions relocated to purpose built accommodation specifically designed to meet the needs of the institutions. The proposed increase in educational use is supported by policy as it is located within the Central London area and is well served by public transport. The site is part of a wider mixed use development which will provide homes, jobs, services, facilities, shops and leisure and healthcare facilities. It is not considered that this minor increase in educational floorspace when compared to the development as a whole would be disproportionate to other uses on the site which on whole will bring forward up to 713,090 sqm of floorspace including 444,000sqm of B1 floorspace and 1,700 residential units.
- 6.2.8 The use will be coming forward in lieu of B1 employment use. As such, it is also necessary to ensure the proposal will not result in a shortfall of employment opportunities within the borough. CS8 promotes provision of 444,000sqm of office floorspace within the Kings Cross Central site. The Outline Permission in Annex B sets out that up to 455,510 sqm of B1 floorspace would be brought forward on the site.
- 6.2.9 To date 60% of the B1 employment floorspace figure noted in Policy CS8 has been delivered or has RMA. Further office development will be coming forward at zones yet to receive RMA including buildings in the S and T zones. It is considered that B1 employment use not coming forward at R1 will not preclude the development from achieving the predicted provision of B1 floorspace in Policy CS8. Furthermore, when considered more widely the Universities will provide employment opportunities. As a comparison in accordance with the Employment Densities Guide, 2nd Edition 2010 by OffPat and the Homes and Communities Agency a B1(a) use would provide 1 full time employee per 12 sqm and a B1(c) use would provide 1 full time employee per 47 sqm. Whereas a D1 use would likely to provide 1 full time employee per 36 sqm. The applicant has confirmed that use will include 200 employees. As such, the proposed would still provide employment opportunities in the spirit of policy CS8.
- 6.2.10 To summarise, it is considered that the proposed additional D1 use is located in a suitable and highly accessible location. It will contribute positively to the mix of uses within the wider Kings Cross Central site. Furthermore, the use will generate employment opportunities and will not impact on the sites ability to achieve its targets for provision of B1 floorspace.

6.3 Cycle parking

- 6.3.2 Condition 51 of the outline permission for King's Cross Central requires that all development should be provided with cycle parking facilities in accordance with the now superseded Unitary Development Plan (2006).
- 6.3.3 Policies DP17 and DP18 of the LDF Development Policies (2010) require that new development make adequate provision for cyclists by providing cycle parking facilities. As the cycle parking requirement is calculated based in accordance with the proposed use, which falls outside of the quantum indicated in the outline permission, it is considered that

cycle parking should be assessed against current policy rather than Condition 51. Therefore, Cycle parking for the proposed development should be provided in accordance with the London Plan 2015.

- 6.3.4 Table 6.3 of the London Plan states that for Universities and Colleges 1 long stay space is required for 4 staff members and 1 long stay space for 20 students. In addition 1 short-term spaces is required per 7 students. The University would have 300 students and 200 staff members. TfL's calculations confirm that this creates a requirement for 108 spaces (65 long stay; 43 short stay) is attributed to the University.
- 6.3.5 Cycle spaces for retail use are calculated on floorspace: from a threshold of 100sqms, 1 space per 175sqm (long-stay) and from a threshold of 100sqm, 1 space per 40sqm (short-stay). As such, there is a requirement of 2 long stay and 10 short stay spaces for the retail use.
- 6.3.6 So, in total 108 spaces are required for the University use and 12 spaces are required for the retail uses, totalling 120 spaces.
- 6.3.7 The proposal originally included provision of 72 spaces within the basement and 6 spaces within the public realm, however, following comments from TfL that this was below the London Plan requirements the level of cycle parking was increased to 108 spaces within the building and 12 spaces within the public realm.
- 6.3.8 There would be two cycle stores at basement level one comprising 74 josta spaces and another comprising 34 josta spaces. Theses spaces would serve the University use and would have secure access from the street level by the bicycle/goods lift located along the eastern facade of the building, off Beaconsfield Street to the east of the site. The cycle parking will be covered, secure and with level (step free) access from the street, as such the proposal in compliant with policy.
- 6.3.9 The 12 cycle spaces within the public realm would be Sheffield stands located on Beaconsfield Street. These spaces would serve the retail uses and would be compliant with policy. All cycle parking will be secured by condition.

6.4 Part 2: Other Planning Issues

- 6.4.1 This section covers those aspects of the proposal which have been developed within the spirit of the outline permission. Although this is a standalone planning application where necessary reference has been made to the relevant conditions of the outline permission. Material considerations include:
- Land use (other than the specific D1 use which is assessed in Part 1) and development context (compliance with the parameters and development specification defined in the outline permission);
 - Design and townscape;
 - Landscaping;
 - Sustainability;
 - Access for all;
 - Sustainability;
 - Transport;
 - Amenity;
 - Crime prevention;
 - Contamination;

- Local labour and procurement;
- Archaeology; and
- Air Quality.

6.5 Land use (other than the specific D1 use which is assessed in Part 1) and development context (compliance with the parameters and development specification defined in the outline permission)

6.5.1 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 application is for full planning permission however, as it has been developed in the spirit of the outliner permission the submission makes reference to the relevant parameters as prescribed by conditions 31, and 33-38 (condition 32 being irrelevant dealing with retained buildings and structures of which there are none). In respect of condition 31 parts (a), (b), (d) (e)-(j), (k), (l) (o) are relevant to this submission.

6.5.2 Principal Public Realm Areas

Condition 31 (a) states that development should accord with parameter plan KXC004 which defines the principal public realm areas. This proposal comes forward with public realm on Handyside Street, Beaconsfield Street and a small area fronting on the Lewis Cubitt Square. The proposals are in accordance with parameter plan KXC004 and will tie in with the surrounding approved public realm, including that for Lewis Cubitt Square (reference: 2014/2366/P).

6.5.3 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.

6.5.4 The proposed R1 building is entirely within the plot as indicated on parameter plan KXC005. Table 2 of the development specification states that development zone R should provide mixed use development including B1, D1, D2, A1-A5 and play/amenity space. The development proposes uses which are consistent with the description in Table 2.

6.5.5 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 route adjacent to R1 is Handyside Street. Beaconsfield Street will be used for access and servicing. This is in accordance with the parameter plan which confirms that Beaconsfield Street should be used for access and drop-off only (access route 'R1'). As such, the development accords with the relevant parameter plan.

6.5.6 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 the principal street elevations. The plans state that R1 should be any use permitted by Annex B at ground and upper floor level. Annex B of the development specification permits use of zone R for business and employment (Class B1) and residential development. Alongside, D1 uses; a cinema and other D2 uses; and

shopping/food and drink (A1/A2/A3/A4/A5). As such, the parameter plans are complied with.

6.5.6 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.

- 6.5.7 The proposed finished site levels are consistent with the site levels indicated on parameter plan KXC012. In respect of building massing, the parameter plan permits 25% of the total floorspace for the entirety of Zone R to be 30m or more above the finished site level, the proposal, alongside other developments within the R zone would comply with this requirement without prejudicing development on the remaining zone R sites. The parameters set a maximum height of 74m AOD for plot R1. The proposed building at its highest point is 69.8m AOD. The proposal is consistent with the building massing and height above finished site levels shown on the parameter plan.

6.5.8 Strategic Views

R1 is within the strategic viewing corridors to St Paul's Cathedral from Parliament Hill and Kenwood House. Parameter plan KXC015 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 13 (j) requires that all development complies with plan KXC015. The maximum development heights set in KXC014 are complied with and the aim of KXC015 will also be met. The maximum height of R1 (69.8m) does not contravene the strategic viewing corridor constraint and therefore the proposal meets the requirements of this condition.

6.5.9 Other Parameters

Parameter Plan KXC016 referred to in Condition 31 (k) confirms the acceptability of providing a basement across the full extent of Plot R1. There is no vehicular access proposed to the basement under R1. Servicing to the building is proposed from the street on Beaconsfield Street. Servicing from Beaconsfield Street is in accordance with Parameter Plan KXC017. Parameter Plan KXC021 indicated that R1 is a priority zone for green and brown roofs. A brown roof of 156sqm is proposed. As such the proposal is compliant with Parameter Plan KXC021.

6.5.10 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.

- 6.5.11 The total amount of floorspace so far approved/submitted across the KXC development is 474,894 sqm GEA. The site-wide figure of 713,090 sqm prescribed by Condition 33 would not be exceeded by this proposal.

- 6.5.12 The total amount of floorspace so far approved/submitted north of the canal including R1 is 249,112 sqm GEA. The north of the canal figure of 468,840 sqm prescribed by Condition 34 would not be exceeded by this proposal.

- 6.5.13 Table 1 of the development specification states that no more than 30,865 sqm of A1-A5 retail floorspace should be provided north of the canal. The floorspace figures in R1 along with all other approved floorspace north of the canal fall within these prescribed amounts.
- 6.5.14 The precise use of the retail floorspace has not yet been determined. Section LL of the S106 Legal Agreement limits that no more than 32,500 sqm can be for use classes A1 and A2 and that no more than 15,000sqm can be used for use classes A3-A5. There is a mechanism in the S106 agreement for the final use of the retail units to be agreed prior to occupation to ensure the Council can monitor and ensure compliance with these limits. This will be secured by the new s106 agreement.
- 6.5.15 The floorspace for Building R1 will be counted against the site wide figures. The retail (A1-A5) figure of 387m2 GEA will be counted against the A1-A5 figure for the Development Zone, while the academic (D1) figure of 8,780m2 GEA will be counted against the employment (B1) floorspace, as this is essentially the use that Building R1 is proposed to be developed out in lieu of.
- 6.5.16 Annex B of the development specification permits use of Zone R for business and employment (Class B1) and residential development. Alongside, D1 uses; a cinema and other D2 uses; and shopping/food and drink (A1/A2/A3/A4/A5). The proposal is in accordance with the mix of uses permitted at the site. However, Annex B puts a cap on the amount of D1 floorspace at 2,000sqm. The proposal exceeds the permitted level of D1 floorspace by 6,780 sqm. As such, the proposal does not comply with Annex B. This is the reason the application has come in for full planning permission rather than RMA and the acceptability of the additional D1 floorspace is discussed in the Part 1 of this report.
- 6.5.17 It is considered that the proposal complies with conditions 33 and 34. Conditions 35 and 36 are not complied with, however, this is addressed in Part 1 of this report.
- 6.5.18 Condition 37 sets a limit on the extent of basement floorspace provided site wide (83,500sqm) and north (51,500sqm) of the canal. Condition 38 requires that basement floorspace only be used for purposes ancillary to the primary purpose permitted for the relevant building such as storage of plant equipment, building services, servicing and parking. The proposal includes a 1,571 sqm basement. This combined with the basements already approved across the site gives a cumulative total of 50,578sqm which is less than the site wide restriction. North of the site the proposal gives a cumulative total of 18,578 sqm which is also within the north of the canal restriction. The basement drawings indicate that it is to provide service areas for the buildings above including the provision of plant, storage, cycle parking, and shower facilities. The proposal for the basement therefore complies with conditions 37 and 38.
- 6.4.29 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.
- 6.4.30 To summarise, the submitted details demonstrate that the proposals for R1 are in the spirit of the agreed parameters set by the outline planning permission, other than the quantum of D1 floorspace which is discussed in Part 1 of this report.

6.5 Design and townscape

- 6.5.1 The proposal is in general accordance with the outline permission in terms of design and townscape. As such, the proposal will be assessed in the spirit of the outline permission

which is a material consideration. 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.

- 6.5.2 Consideration is given to the information referred to above as part of this section of the report which concentrates on the architectural form of the buildings, their 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.
- 6.5.3 Building R1 forms the south western corner of the R1 with Handyside Street and the University of the Arts to the south, Cubitt Park to the west, R3 and Zone R Garden to the north and the recently approved R7 to the east. Facing two parks and with the relatively low height of the University of the Arts complex to the south, the proposal is fairly prominent in the townscape with mid-range views towards it.

Architectural design

- 6.5.4 The building contains learning and teaching spaces on its lower floors, with a library half way up and work spaces on the top floors. This changing programme as one rises through the building has led to the building being designed with different plan forms on each of the levels. This response to differing internal conditions has resulted in an irregular form which the architects have sculpted further and arranged to align with the external site conditions of neighbouring buildings and the open spaces. This has been achieved through cutting voids into the form at key locations which in turn provide a number of terraces spaces. The building also has a central atrium which connects through the recessed terraces to the outside.
- 6.5.5 The site is positioned between three areas of public realm. Lewis Cubitt Square to the west, the zone R gardens to the north and Handyside Street to the south. The main entrance and foyer has been placed sensibly on the corner with Lewis Cubitt Park where it has maximum prominence. Via its two storeys height there is a connection from the park through to the atrium. The southern elevation is carved to step back at ground floor level creating a colonnade along Handyside Street creating interest and breaking down the massing facing onto the street. The paving material will be a continuation of the footway Yorkstone paving which will integrate the building with the public realm on Handyside Street. A second entrance has been placed directly opposite Zone R Garden. The entrance has been designed as a quieter more discrete entrance reflecting the residential uses and amenity space to the rear of the building at zone R and zone R gardens.
- 6.5.6 At lower levels glazing wraps around the western façade to take full advantage of the views across Lewis Cubitt Park creating integration and connectivity between the open space and the building. The glazing includes a fret cut screen between the sheets of glazing with an intricate cut-out pattern which will create visual interest externally and will cast patterned shadows into the internal space. This adds to the well-conceived design and demonstrates

accordance with design guidelines 1 (façade design and public) and 12 (quality and attention to detail).

- 6.5.7 A large first floor terrace is cut into the building and performs a visual extension of Zone R Garden. A Handyside Street terrace at 4th floor helps break down the mass of the building on its largest elevation. A further 5th floor terrace relates to Lewis Cubitt Park and an again break down mass resulting in elegant narrow forms to this elevation. At 9th floor two roof terraces are provided as well as meeting space designed to read a subordinate roof. The forms are slightly pitched and of lightweight materials. Overall, the building reads as having a clear base middle and attic composition as often seen of traditional buildings. It is considered that the design of facades and terraces integrate with the design and function of the adjacent public realm in accordance with design guideline 1 (Façade Design and Public Realm).
- 6.5.8 The building is clad in limestone with flush windows of a minimal profile. The approach to detailing is designed not to compete with the sculptural massing forms. Limestone is a high quality natural material appropriate to the London context. Reconstone of a limestone tone is already found on the site with T6, R3 and Plimsoll. Particularly it is considered to sit well next to the stock bricks of the listed University of the Arts complex and is contextual to the elements of Portland stone featured on the surrounding listing buildings addressing design guideline 3 (response to listed building). The roof forms are clad in glazing with metal mesh interlayer resulting in a lightweight opaque finish which is considered to sit comfortably against the sky line. The design of the windows and the high quality materials are in accordance with design guideline 12 (Quality and Attention to detail).
- 6.5.9 All serving entrances and louvres are confined to the east elevation. This elevation as a whole is clad with robust metal panels and doors at ground floor level, in contrast with other elevations fronting the public realm. At upper floor levels (1st, 3rd, 5th, roof level) the plant would be behind perforated aluminium panels which would match the colour of the metal panelling elsewhere on this elevation. This help to create continuity of the façade addressing design guidelines 5 (integration of service entrance) and 6 (minimised areas of louvers/blank facades).
- 6.5.10 To summarise, this is an elegantly detailed high quality proposal with strong sculptural expression derived from program and contextual analysis. The generous terraces placed at strategic locations visually connect the surroundings through to the internal atrium.
- 6.5.11 Lighting - The building will be lit by the interior lighting illuminating from the glazed areas. This is primarily created by controlled up lighting of the interior ceilings of each floorplate, the soffit treatment of the main meeting room on the top floor, and the illumination of planting in the gardens. This will create a soft glow which compliments the appearance of the building. Full details of the adjacent streets and public realm has not been provided with this application, however assurances are made in the application that illumination at the entrances will be designed to interact with the proposed lighting schemes for the adjacent streets and public realm to ensure lighting levels that are appropriate for the video entry system and CCTV in operation. Full details of lighting will be secured by condition.

6.6 Landscaping

- 6.6.1 The current planning application for R1 includes details of landscaping of those areas of public realm adjacent to the site including a section fronting Lewis Cubitt Square, Handyside Street and Beaconsfield Street. Paving will be Yorkstone with a granite kerb on

the footway of Handyside Street and Beaconsfield Street. Beaconsfield Road will have an asphalt carriageway. Adjacent to Lewis Cubitt Square will be new granite stone setts. Reclaimed setts will be used surrounding the cycle parking. All materials used will tie into the surrounding public realm and are considered acceptable. Full details of all hard and soft landscaping, including samples where appropriate, will be secured by condition.

6.7 Sustainability

- 6.7.1 Green and brown roofs - Condition 46 of the outline permission requires that at least 15% of the roofs of all new buildings should be green or brown roofs as defined in the development specification. The development specification refers to parameter plan KXC021 which identifies priority zones for green and brown roofs. These have been clustered together to create a meaningful adjunct to the 'green' corridor along the CTRL embankment. R1 is located in a priority zone for green/brown roofs.
- 6.7.2 156m² of the roof of the building would be a brown roof, totalling 14% of the overall roof area. Additional roof level planting is proposed at the 9th floor terraces which would include planting. The definition of 'green roofs' within the development specification is 'intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation'. As such, in accordance with this definition part of the roof gardens would fall within the green roof definition. As such, it is considered that the proposal would exceed the green/ brown roof target in condition 46.
- 6.7.3 The brown roof will incorporate crushed masonry to provide suitable conditions for invertebrates to thrive, thus in turn ensuring a food source for bats and birds. Full details of the planting of the roof terraces will be secured by condition to ensure they provide an appropriate contribution to the biodiversity of the site and provides high quality visual amenity to in views from overlooking buildings and skyline views from lower levels in accordance with Design Guideline 9 (Roofspace and Overlooking).
- 6.7.4 Sustainability - Section X of the S106 legal agreement attached to the outline permission seeks to ensure that development is designed in such a way that it does not prejudice the prospect of the entire development achieving a 60% reduction in carbon emissions from the 2000 levels identified in the Energy Assessment by 2050. It also seeks to ensure a saving in carbon emissions compared with the current 'business as usual' benchmark of at least 32% and a further 10% reduction in carbon emission as a result of renewables with the objective of achieving carbon emissions of at least 39% less than the benchmark. It effectively states that the way to achieve this is via the requirements of condition 17 of the outline permission: be lean, be clean and be green.
- 6.7.5 Condition 17 of the outline permission requires the submission of an Environmental Sustainability Plan as part of relevant reserved matters applications. The condition sets 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.

6.7.6 *Energy Efficiency*

R1 has been designed to incorporate energy efficient building design and technology measures in accordance with part (a) of condition 17. Section X of the S106 states that consideration should be given to the physical form of the building, the envelope including specification of cladding and glazing systems and their thermal performance, the scope for passive control of solar gain, using thermal mass, natural ventilation, intelligent lighting systems and choice and design of building systems. The following is a summary of the measures which have been incorporated into the design of each building to minimise energy consumption:

- High performance building fabrics with low U-values.
- Low air permeability.
- Passive solar design such as building orientation, solar shading and optimising natural light.
- High performance glazing.
- Use of intelligent and high efficiency lighting systems: including daylight and movement sensors.
- Connection to the low-carbon district energy network for heat, hot water.
- Installation of 148 sqm of photovoltaic panels.
- High efficiency localised ventilation units.
- Monitoring and control of energy consumption through the installation of a BEM system.
- Use of 'low flow' fittings and water efficient sanitary ware to reduce the demand for water.

6.7.7 Section X of the S106 legal agreement requires that under condition 17 (b) the applicant should demonstrate that all reasonable endeavours have been made to achieve for each building a reduction in carbon emissions of at least 5% compared to the emissions Part L of the Building Regulations. The energy efficiency measures outlined above (excluding any benefits from use of low-carbon heat, hot water from the King's Cross Energy Centre) will result in Buildings R1 having carbon emissions 35% lower than Part L of the Building Regulations. Excluding carbon reductions from the CHP the proposal makes a 4.72% improvement.

6.7.8 The applicant has demonstrated that they have given significant thought to the design of the buildings in order to minimise energy consumption the result being buildings which surpass the requirements laid down in the S106 legal agreement. The requirements of condition 17 part (a) and (b) have been met.

6.7.9 *Energy Supply*

Section X of the S106 legal agreement and condition 17 (d) require that energy be supplied to new buildings within the development through the use of low carbon technologies and in appropriate locations through renewables.

6.7.10 Condition 48 specifically requires that all new buildings within development zone R incorporate the necessary pipework to connect to the district heating/combined heat and power systems. R1 incorporates pipework for connection to the site wide district heating system including the combined heat and power energy centre in T1 which has already been approved (2009/0415/P revised 2013/0405/P). The heat supplied by the energy centre will provide heating and hot water to R1.

- 6.7.11 R1 is not identified in the parameter plans as a location for wind turbines (KXC021). Photovoltaics will be provided which will create of 4% reduction in carbon emission. This falls short of the 10% carbon savings target. Other technologies have been considered such as wind turbines, biomass, ground source heat pumps and air source heat pumps, however none of these technologies were considered feasible. As the overall carbon saving achieved from be lean and be clean measures which exceed the targets in the S106 agreement. As such, this is acceptable.
- 6.7.12 As a result of the energy efficiency measures, the use of low carbon technologies and renewables, R1 will achieve carbon savings of 35%. In view of this it is considered that the requirement of condition 17 part (d) has been met.
- 6.7.13 *BREEAM*
Building R1 will exceed the BREEAM rating of 'very good' required by condition 17 (e). The building has been designed to be as sustainable as possible and would secure a BREEAM rating of 'excellent' (minimum score of 70%). The building will exceed the minimum credit ratings of 60% in energy and water and 40% in materials required under Policy DP22 and CPG3 - Sustainability achieving 63%, 88% and 78% respectively. The applicant should commit to delivering these targets by legal agreement.
- 6.7.14 Section AA of the S106 legal agreement requires that the detailed design of the development shall achieve at least 40% of the potable water consumption credits available under the BREEAM methodology, which represents a reduction of 20-30% against typical water consumption. The building has been designed to achieve a high standard of water efficiency and achieve well above this standard (80%). This is achieved through a combination of water efficient fittings, auto shut off to reduce loss of water due to leaks and harvesting of non-portable water.
- 6.7.15 As part of BREEAM and required by Section Y of the S106 agreement the applicants will use a pre-agreed construction materials and purchasing strategy which seeks to reduce material usage, minimise waste and encourages use of recycled materials. This will be secured by to this permission through a Deed of Variation to the original legal agreement.
- 6.7.16 *Biodiversity*
Part (f) of condition 17 which relates to incorporating bird boxes, bat roosts and other wildlife features on the buildings has already been partially addressed in earlier in the report. The brown roof will create new habitats for invertebrates which would provide a food source for birds and bats. Bird and bat boxes will also be incorporated into the scheme. Full details of which will be secured by condition.
- 6.7.17 *Water*
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 surface water discharge peak flows for R1 are 57l/s and 11.8l/s for surface water and foul water, respectively. 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 R1 falls within the Eastern Goods Yard area. The drainage network for this infrastructure area has been designed on SUDS principles to achieve an overall peak flow reduction of 10%.

6.7.18 Thames Water commented on the application requesting details of the drainage strategy demonstrating how the proposal will comply with the combined peak discharge to the combined sewers of 2292l/s or less. Plans of the additional drainage infrastructure detailing how the building will achieve the specified flow rates have been provided and Thames Water have confirmed they are satisfied the drainage infrastructure would be adequate. As such, a further condition is not required.

6.8 Access for all

6.8.2 Policy DP29 of the LDF Development Policies (2010) requires that all new buildings and spaces should be designed to meet the highest practicable standards of access and inclusion.

6.8.3 Under the outline permission for King's Cross Central all reserved matters applications must be accompanied by an access statement (condition 19). This is required to address the relevant design principles set out in the Access and Inclusivity Strategy (2005) which was submitted as part of the outline permission. Although this is not a reserved matters application the applicants design and access statement does address these design principles. In accordance with the requirements of Section V of the legal agreement the applicant also consulted with and has had regard to the advice offered by the King's Cross Access Forum. The application is accompanied by an access statement.

6.8.4 As originally submitted the main entrance to the building on Handyside Street comprised a set of double doors which opened out onto Handyside Street. The Access Officer expressed concern about this arrangement as it could cause obstruction to pedestrian walking along Handyside Street. The entrance has been amended to address these concerns and would now be a sliding door. This change is welcomed and will not cause obstruction.

6.8.5 All ground floor entrances will provide level thresholds. Two lifts will provide level access to all floors. All publicly accessed internal doors will provide a minimum clear opening width of at least 800mm. Accessible WCs will be located on each floor and will meet relevant building regulation requirements with regard to layout, material and finishes. It is considered that building R1 has been designed to achieve the best possible level of accessibility in accordance with policy DP29.

6.8.6 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 10 February 2015. The application has been prepared with due regard to Section V of the S106 legal agreement.

6.9 Transport

6.9.2 Policy CS11 of the LDF Core Strategy and DP16 the LDF Development Policies state that the Council should be satisfied that the travel demand arising from a proposed development will not increase the reliance on private motor cars. Development should actively promote the use of sustainable modes of transport (DP17).

6.9.3 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6a (excellent) and is within a convenient walking distance of Kings Cross Station, King's Cross Tube station and St Pancras Station. The site is also serviced by a frequent bus services available within the area, with routes operating to a wide variety of areas in Central, Greater London and additional routes are being considered through the Kings Cross site.

6.9.4 A comprehensive transport assessment, supplemented by a series of transport assessment topic papers, was undertaken as part of the outline permission for King's Cross Central.

6.9.5 Travel Planning

Policy CS11 of the LDF Core Strategy (2010) and DP17 of the LDF Development Policies (2010) state that where a development will create increased travel demand in order to mitigate this and promote the use of sustainable modes of transport a travel plan should be sought. A travel plan provides information to occupiers of the new development which seeks to encourage them to walk, cycle and use public transport as opposed to relying on private motor vehicles.

6.9.6 There are existing commitments within Section FF of the legal agreement attached to the outline permission for all buildings within King's Cross Central to adopt and implement the Green Travel Plan (2004) which was submitted as part of that application. It also encouraged the occupiers of individual buildings to work with the appointed travel plan co-ordinator to develop their own site specific travel plan within this framework. The applicant has confirmed that although their application falls outside the outline permission they would like to adopt the site-wide travel plan as if this had been a reserved matters application and offer a firm commitment to work with the travel co-ordinator to produce a site-specific travel plan. This is considered to be acceptable and should be secured via legal agreement.

6.9.7 Car Parking

Policy DP18 of the LDF Development Policies (2010) seeks to ensure that development provides the minimum necessary car parking provision. It expects developments in highly accessible locations such as the Central London Area to be car-free. Where the Council accepts the need for car parking provision it should not exceed the maximum standards for the area in which it is located (excluding spaces designated for disabled people).

6.9.8 Condition 49 of the outline permission for King's Cross Central set maximum car parking standards to be applied throughout the development. For A1 and D1 uses it permits 1 space per 1000sqm which for this scheme would equate to 9 spaces. The condition states that at least 5% of the spaces provided within these standards should be designed for people with disabilities.

6.9.9 The applicant is proposing a car free development which is welcomed. Should the need for a disabled car parking space come forward through the site wide parking strategy a dedicated space will be provided within the multi-storey car park in building T1 which is located approximately 200m from the application site. Furthermore, an on street disabled bay is provided adjacent to the building on Handyside Street. As such, it is considered the proposal is acceptable with regard to car parking.

6.9.10 Management of Construction Impacts on the Public Highway in the local area

Policy DP20 of the LDF Development Policies (2010) requires that construction management plans are secured in order to minimise the impact of development on the local road network and local communities.

6.9.11 The documents submitted as part of the outline permission for King's Cross Central included a Code of Construction Practice (2005) which set out how the developer would implement construction activities throughout the phased implementation of the development. Section DD of the legal agreement requires the developer to carry out the

development in the manner set out in the Code of Construction Practice and also secured the creation of the Construction Impact Group a forum for liaising with residents and other interested parties about construction impacts and mitigation.

6.6.18 The current proposal albeit a stand alone planning application remains part of King's Cross Central and construction of this building would need to be co-ordinated with other construction activities occurring site wide. In order to ensure this rather than requiring the submission of a new construction management plan it is proposed that the applicant adopt the already approved Code of Construction Practice, this should be secured by legal agreement.

6.6.19 Deliveries, Servicing and Refuse

Policy DP20 of the LDF Development Policies (2010) states that the Council will seek delivery and servicing management plans for developments that are likely to generate a significant demand for the movement of goods and materials when occupied, in order to ensure that the potential impact on the local environment and communities is minimised.

6.6.20 The parameter plans approved under the outline permission for King's Cross Central restricted the location for servicing buildings. Condition 22 of the outline permission secured the submission of a servicing strategy for each building to be submitted at reserved matters stage. The condition states that the strategy should be consistent with the approved parameter plans. The parameter plans indicate that none of the buildings within zone R should be serviced from Handyside Street or Lewis Cubitt Park. The proposal accord with this plan as all serving would take place from a drop-off and collection lay-by on Beaconsfield Street. The servicing entrance to the building is located close to the lay-by on the eastern elevation of the building. This arrangement for the level of serving expecting is not considered to conflict with road users or pedestrians as such it is considered acceptable for the expected servicing need of the building.

6.6.21 Given the nature and scale of the activities within the building, the servicing bay being located a significant distance from and residential uses, and the likely number of day-to-day deliveries the impacts of servicing on residential amenity are not likely to be excessive and it is not considered necessary to restrict the hours of servicing.

6.6.22 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.

6.6.23 The refuse store for the University use is located on ground floor level with direct access from Beaconsfield Street adjacent to the servicing lay-by. It is envisaged that refuse collection will be daily. Adequate space is provided in the refuse store for storing of refuse and spectated recycling. Refuse storage for the retail units will be designed into the fit out of the units. This is considered acceptable given the small size of the units which would have a relatively low refuse storage requirement. There is considered to be sufficient room within the units for the storage of refuse. As such, the refuse arrangements are considered acceptable.

6.7 Amenity

6.7.1 Spoil and lorry movements

Conditions 64-67 of the outline permission for King's Cross Central 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 bring 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. The applicant has demonstrated as part of the current planning application that the cumulative impact of the proposed development in addition to all other approved reserved matters applications would not exceed the requirements of these conditions.

6.7.2 Noise disturbance from plant

The reserved matters application includes the provision of plant within the basement, at ground floor, third floor, fifth floor and at roof level.

- 6.7.3 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).

- 6.7.4 From the Baseline Noise Survey locations available, the nearest equivalent is the 'Granary West'. For the purposes of assessing Building R1, the Granary West noise levels have been used as representative for the surrounding noise sensitive facades. From the information provided, the background noise level is 45dB during the day, 47dB in the evening and 42dB at night. The plant proposed would comply with the requirement to be 5dB below the background noise levels. As such, noise levels as set out by condition 60 will be achieved.

6.7.5 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. The closest residential building will be R3 which is located immediately to the north of R1 at a distance of approximately 10 metres from the building. Given the scale of the commercial unit facing building R3, and its potential to be used as food and drink establishments and proximity to residential accommodation it is considered that the hours of opening should be restricted to close at 23.30, in line with the restrictions placed on similar uses within buildings J and T1.

6.7.6 Overlooking and privacy

As stated above the building is adjacent to plot R3 will provide residential units at upper floor levels. R3 has not yet been submitted for RMA, however pre-application discussions are ongoing between the developer and the Council.

R1 has been designed to reduce overlooking to R3. This includes a high performance coating and frit on the glazing which ensures good levels of daylight can be achieved internally

while reducing any potential overlooking. It is understood that building R3 will be designed with main living spaces fronting either Lewis Cubitt Square or the zone R gardens with limited window openings on the south elevation facing R1. Full details of glazing will be secured by condition.

6.8 Contaminated land

- 6.8.1 With brownfield sites there is the potential risk of contamination from former land uses. The NPPF states that when considering planning applications local planning authorities should give consideration to the potential for contamination of the land. Planning permission should only be granted for development on sites which are known or suspected to be contaminated where the potential hazard and proposed remedial measures have been adequately considered and addressed.
- 6.8.2 The potential for ground contamination was considered as part of the outline permission for King's Cross Central. A soils and contamination report formed part of the Environmental Statement submitted under the EIA. Condition 18 was imposed on the outline permission to secure the submission of earthworks and remediation plans as part of reserved matters applications. In addition to providing details relating to ground conditions the plans are required to provide details of site levels (condition 31) and to demonstrate compliance with conditions 64 and 65 which relate to the removal of spoil. These are addressed elsewhere in this assessment.
- 6.8.3 The applicant has submitted an Earthworks and Remediation Plan prepared by ARUP as part of the current planning application. The report is based on a desk-top study and site investigations carried out in 2012 (as well as drawing on information which formed part of the Environmental Statement submitted as part of the outline permission). The report concludes that there is very little evidence of risk of ground contamination. Environmental Health have advised that they are satisfied with the contents of the submitted report and do not consider that a detailed remediation plan is necessary. However, they have recommended that a condition be attached to the permission advising the applicant to contact the local planning authority in the event that additional significant contamination is found at any time when implementing the development.

6.9 Local labour and procurement

- 6.9.1 The proposed development is a major construction project which has the potential to generate significant local economic benefits. Policy CS19 of the LDF Core Strategy (2010) and Camden Planning Guidance (2006) state that in the case of such developments the Council will seek to secure by legal agreement employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services.
- 6.9.2 The legal agreement attached to the outline permission for King's Cross Central secured a package of measures designed to improve employment opportunities for local residents as well as opportunities for local businesses. Section A of the legal agreement seeks to bring forward employment and training opportunities in construction through the provision of a construction training centre and the setting of site-wide construction training targets. A contractors forum has also been secured to enable the developer, contractors, sub-contractors and occupiers of the buildings to co-ordinate delivery of the construction employment and training initiatives. Section B seeks to secure further opportunity for employment and training post-construction through the provision of a skills and recruitment centre and the setting of site-wide local employment targets. Section E places a general obligation on the developer to ensure that local businesses benefit from the opportunities

arising from the development; more specifically it requires the production of an approved local suppliers list. Local businesses who apply to be on this list can only be refused with good reason. There is an obligation on the developer to encourage the occupiers of the development to use businesses off the list for the supply of goods and services.

- 6.9.3 The applicant has advised that although the current proposal is for a standalone planning application for R1 their intention is for construction and operation of the development to link into the local employment and training initiatives and opportunities for local businesses secured under the outline permission. It is considered desirable for the development to link into the comprehensive site-wide initiatives that have already been developed at King's Cross Central. Subject to the completion of a legal agreement to secure the above measures, the proposed development will assist in the creation of local employment and business opportunities reinforcing neighbourhood renewal objectives and improving the sustainability of the local economy.

6.10 Archaeology

- 6.10.1 Policy DP25 of the LDF Development Policies (2010) states that planning permission will only be granted where measures are taken to preserve remains of archaeological importance and their setting. Where remains cannot be preserved in situ development shall not take place until satisfactory excavation and recording has been carried out.
- 6.10.2 Parts of King's Cross Central are located within an archaeological priority area. The need for archaeological mitigation was taken into account as part of outline permission. An archaeological report formed part of the Environmental Statement submitted under the EIA. Condition 56 was imposed on the outline permission to secure the implementation of a programme of archaeological work, to be carried out in accordance with a written scheme of investigation submitted to and agreed by the Council, where appropriate.
- 6.10.3 A statement on archaeological mitigation prepared by the Museum of London Archaeology has been submitted as part of this application which has been reviewed by the Greater London Archaeological Advisory Service at Historic England. It was concluded that development Zone R1 is likely to contain former rail tracks and possible ancillary structures of low significance. Accordingly, Historic England has advised that an archaeological watching brief should be secured by condition.

6.11 Air quality

- 6.11.1 Camden was declared as an Air Quality Management Area in 2000 (under the Environment Act 1995) as it already exceeds air quality standards for nitrogen dioxide and particulate matter. Policy CS16 of the LDF Core Strategy and DP32 of the LDF Development Policies (2010) seek to ensure that there is no further significant harm to air quality as a result of development within the Borough. Policy DP32 states that where necessary mitigation measures should be adopted to reduce any impact to an acceptable level.
- 6.11.2 Air quality was fully considered as part of the outline permission for King's Cross Central. The outline permission was accompanied by an EIA which demonstrated that although air quality in the area is low it is not unsuitable for development and that operation of the proposed development would not significantly harm existing air quality. In terms of the impact of demolition and construction on air quality appropriate mitigation measures were incorporated in Section DD of the legal agreement. This secured the Code of Construction Practice submitted as part of the application which included measures to minimise the impact on air quality and a financial contribution towards resources for monitoring compliance.

- 6.11.3 Although this proposal is a full planning application rather than a reserved matters submission this is only because of the proposed use. All other matters are as previously agreed. The accommodation proposes less on-site car-parking than could be provided under the outline permission. It is considered that operation of the proposed development would have no significant adverse impact on air quality, indeed its impact could be less than a proposal submitted under reserved matters.
- 6.11.4 The proposed construction works could have an adverse impact on air quality through the generation of dust and exhaust emissions from construction traffic. It is considered that the proposed development should be carried out with due regard to the relevant sections of the approved Code of Construction for King's Cross Central in order to ensure that dust and air pollution emissions are adequately controlled. This should be secured by legal agreement.

6.12 Crime Prevention

- 6.12.1 Policy CS17 of the LDF Core Strategy (2010) requires all developments to include appropriate design, layout and access measures to help reduce opportunities for crime, the fear of crime and create a safer and secure environment.
- 6.12.2 Section I of the legal agreement which was secured under the outline permission for King's Cross Central included an obligation to address the issue of community safety. This included the provision of a new police office within the development, and the development of site-wide public safety and CCTV strategies.
- 6.12.3 CCTV and external lighting should be incorporated into the development in order to further improve security. It is recommended that the applicant be required to assist in implementation of the site-wide CCTV strategy that has already been secured under Section I of the legal agreement for King's Cross Central. This should be secured by legal agreement. Further details of external lighting can be secured by condition.

6.13 Community Infrastructure Levy

Camden CIL

- 6.13.1 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge. As such this would be applicable to this development.
- 6.13.2 The proposed charge in CIL will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). A development of the nature proposed within this application would be liable to pay £45 per square metre for retail use, it is estimated this would amount to c. £13,950. An informative would be placed on the decision notice advising the applicant of this requirement. The D1 educational floorspace would be exempt from CIL.

Mayoral CIL

- 6.13.3 Due to the scale of the development, the creation of additional residential units the development would be liable to pay the Mayoral CIL. Within Camden this is charged at a rate of £50 per square metre, it is estimated this would amount to c. £15,500 (based on the retail floorspace). An informative would be placed on the decision notice advising the applicant of this requirement.

7. CONCLUSION

7.1 The current planning application seeks to bring forward a building within King's Cross Central outside of the outline permission. The proposed development includes a greater quantum of educational use (Class D1) than approved in the outline permission. The proposed building and use are well conceived and have the potential to enhance the original masterplan rather than undermine it. The higher education institution would be located in a highly accessible location and will contribute positively to the mix of uses within the wider Kings Cross Central site without adversely affecting neighbour amenity. Furthermore, the use will generate employment opportunities and will not impact on the sites ability to achieve its targets for provision of B1 employment floorspace. The building is an elegantly detailed high quality proposal with strong sculptural expression. The proposed building is considered to be of the highest architectural merit. Sustainability has been at the heart of the design rather than an afterthought and this is reflected in the proposal for the building which exceeds the requirements and expectations of the outline permission and current policy. The building has been provided with the facilities it will need to operate successfully for example, cycle parking, servicing and refuse facilities. The building has been designed to ensure that it can be utilised and enjoyed by everyone including the less mobile. In view of this it is recommended that approval be granted (subject to conditions) and the completion of a S106 legal agreement to secure the following:

- Code of Construction Practice
- Travel Plan
- Environmental sustainability measures
- Community Safety
- Retail
- Employment and Training - Construction
- Employment and Training - Post Construction
- Local Business Support and Local Purchasing Strategy
- Links to S106 Thresholds and Triggers of the Outline Permission

7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

8. **LEGAL COMMENTS**

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

Condition(s) and Reason(s):

- 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:

KCX-PLAN-PLAP-09-A-P01-P01; KXC-PLAN-PLAP-10-A-P01-P01; A1-01; A1-02; A2-00-Rev1; A2-01; A2-02; A2-03; A2-04; A2-05; A2-06; A2-07; A2-08; A2-09; A2-10; A2-11; A2-12; A2-13-Rev1; A3-01-Rev1; A3-02; A4-01; A4-02-Rev1; A4-03; A4-04; A8-312; A8-30; A8-31; A8-40; A8-41; A8-42; A8-61b; TOWN279.11.1(08)5001-R09; TOWN279.11.1(08)5003-R04; TOWN279.11.1(08)6001-R00; TOWN279.11.1(08)6002-R00; TOWN279.11.1(08)6003-R00; TOWN279.11.1(08)6004-R00; TOWN279.11.3(08)6005-R00; TOWN279.11.1(08)6006-R00; TOWN279.11.1(08)6101-R00; TOWN279.4(08)6401-R00; TOWN279.11.1(08)7001-R00; TOWN279.11.1(08)7002-R00.

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) Detailed drawings and/or samples as appropriate of all external materials and finishes. 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.

b) Plan, elevation and section drawings, including details of any coating, frit or fret cut screen, of all new external window and door at a scale of 1:10.

c) Typical details of all balustrades at a scale of 1:10.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area and to safeguard the amenities of the adjacent residential occupiers of the premises and the area generally in accordance with the requirements of policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 4 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

Reason: 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 of the London Borough of Camden Local Development Framework Development Policies.

- 5 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas including the roof gardens and terraces have been submitted to and approved by the local planning authority in writing.

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

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies CS14, CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 6 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development, or prior to the occupation for the permitted use of the development or any phase of the development, whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 7 A sample panel of the typical paving, paviours and other hard landscape surface treatments shall be submitted to and approved in writing by the local planning authority prior to commencement on the relevant part of the development. The development shall be carried out in full and strict 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 policy CS14 of the London Borough of Camden LDF Core Strategy and DP24 of the London Borough of Camden LDF Development Policies (2010).

- 8 The 'granite setts' around the cycle stands as shown on the approved landscape drawings shall be the historic granite setts sourced from the wider King's Cross Central site, subject to availability of the historic granite setts. If none are available, details of an alternative shall be submitted to and approved in writing by the Council and the development carried out in full and strict accordance with the details thus approved.

Reason: In order to secure the re-use of material from construction sites in accordance with the requirements of policy CS18 of the London Borough of Camden

LDF Core Strategy (2010).

- 9 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. The building shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure the development includes measures which seek to address personal safety, security and crime prevention, and to conserve biodiversity by minimise light pollution in accordance with the requirements of policies CS14, CS15, CS17 of the London Borough of Camden LDF Core Strategy (2010) and DP24 of the London Borough of Camden LDF Development Policies (2010).

- 10 Details of the construction, planting and maintenance of the brown roof shall be submitted to and approved in writing by the local planning authority prior to commencement on the relevant part of the development. The building shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment and to ensure that the green roof is suitably designed and maintained in accordance with policies CS13, CS14, CS15, CS16 of the London Borough of Camden LDF Core Strategy (2010) and DP22, DP23, DP24 and DP32 of the London Borough of Camden Development Policies (2010).

- 11 Prior to commencement on the relevant part of the development hereby approved details of bird and bat box locations and types, and an indication of species to be accommodated, shall be submitted to and approved in writing by the local planning authority prior to commencement on the relevant part of the development. The building shall not be occupied until the relevant approved details have been implemented. The works shall be permanently retained and maintained thereafter.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of policy CS15 of the London Borough of Camden LDF Core Strategy (2010).

- 12 Prior to occupation of the building hereby approved the proposed internal cycle storage area at basement level (108 josta 2-tier and) and the external cycle storage area on Beaconsfield Street (6 sheffield stands) as shown on the drawings hereby approved shall be provided in their entirety and permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of DP17 and DP18 of the London Borough of Camden LDF Development Policies (2010).

- 13 All servicing shall be carried out in the designated lay-by on Beaconsfield Street, hereby approved.

Reason: To avoid obstruction of the surrounding streets and to safeguard amenities of adjacent premises in accordance with the requirements of policy CS11 of the London Borough of Camden LDF Core Strategy (2010), DP16 and DP20 of the London Borough of Camden LDF Development Policies (2010).

- 14 Prior to occupation of the educational institution the ground floor level refuse and recycling storage facilities intended for its occupiers as shown on the drawings hereby approved shall be provided. All refuse and recycling storage facilities shall be permanently maintained and retained thereafter.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS18 of the London Borough of Camden LDF Core Strategy (2010) and DP26 of the London Borough of Camden LDF Development Policies (2010).

- 15 In the event that additional significant contamination is found at any time when implementing the approved development it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must then be undertaken in accordance with the requirements of CLR11, and where mitigation is necessary a scheme of remediation must be designed and implemented to the satisfaction of the local planning authority prior to occupation of any part of the development hereby approved.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous use of the site in accordance with the requirements of the National Planning Policy Framework.

- 16 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment are in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 of the London Borough of

Camden LDF Core Strategy, DP26 and DP28 of the London Borough of Camden LDF Development Policies (2010).

- 17 Prior to the commencement of development a programme of archaeological investigation in accordance with a Written Scheme of Investigation including the details of the suitably qualified investigating body to carry out such archaeological works as required shall be submitted to and approved in writing by the local planning authority. The development shall then only take place in accordance with such details as have been approved.

The development shall not be occupied until the site investigation and post investigation assessment have been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of the results and archive depositions have been secured.

Reason: Important archaeological remains may exist on this site. Accordingly the Council wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 18 The ground floor commercial unit fronting the north elevation of the building hereby approved if used for Class A3, A4 or A5 purposes as defined by the Town & Country Planning Use Classes (Amendment) Order 2005 shall not be open for use by visiting members of the public outside the hours of 07.30-23.30.

Reason: To safeguard the amenities of the adjacent residential occupiers of the premises and the area generally in accordance with the requirements of policies CS5 of the London Borough of Camden LDF Core Strategy, DP26 and DP28 of the London Borough of Camden LDF Development Policies (2010).

Informative(s):

- 1 You are advised that Thames Water aims to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. You are advised to take account of this minimum pressure in the design of the proposed development.
- 2 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.

The proposed CIL charge will be calculated in accordance with the regulations set

out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please refer to the information on the Camden website which may be accessed via the following link: http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3298006

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from the planning portal; <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or queries to CIL@Camden.gov.uk