

Urban Design Report

**Landscape Details for
the Podium Garden,
Northern and Southern
Gateways & York Way
Development Zone W
(Triangle Site)**



King's Cross Central General Partner Ltd

September 2016

King's Cross

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Triangle Site
KXC Main Site

Figure 1: Illustrative masterplan of King's Cross Central showing the Triangle site in orange and the Main Site in blue

Introduction

Development Introduction and Document Outline

This document forms the Urban Design Report (UDR) to accompany the Reserved Matters Application (RMA) for public realm within and around Development Zone W (also known as the 'Triangle Site') of the King's Cross Central (KXC) development.

Development Zone W is separated from the larger part of the KXC development (the 'Main Site') by York Way, which runs along the south western boundary of the site. The site straddles the boundaries of both the London Borough of Camden (LBC) and the London Borough of Islington (LBI) and is bordered on all sides by key pieces of road and rail infrastructure. Its location and relationship with the Main Site are shown on Figure 1 opposite.

The 'Triangle Outline Planning Permission' was granted on 22 July 2008 by the Secretary of State with references App/VS570/A/07/2051902 and App/X5210/A/07/2051898. Although the permission is independent of the outline planning permission for the Main Site, granted on 22 December 2006 with reference 2004/2307/P, the applications were submitted at the same time and are closely related, with a number of common documents setting out the shared design objectives and principles for the wider KXC development.

The Triangle Outline Planning Permission permits three buildings within Development Zone W, referred to originally as Blocks A, B and C but now known as W1, W2 and W3 respectively. The buildings are set out in a triangular arrangement around a new Central Amenity Space, as shown in Figure 1. This space is also referred to in this submission as the 'Podium Garden'. Car parking and ancillary servicing and storage spaces are located below the garden at a split lower ground floor/basement level.

An application for Reserved Matters for Buildings W1 and W2, and the Lower Ground/Basement area was submitted to LBI and LBC in March 2016 (ref P2016/1030/RMS and 2016/1530/P, respectively). Those proposals were approved by LBC Members on 2 June 2016 and Approval of Reserved Matters was granted on 6 June 2016. The same proposals were subsequently presented at the LBI Planning Committee where Members decided to defer consideration of the application and ask the applicant to address concerns relating to (among other matters), a lack of clarity on outdoor space. In particular, Members wanted more information on the landscaping of the Central Amenity Apace and provision of playspace, details of which were outside of the scope of the W1/W2 Reserved Matters submission. This application brings forward proposals for the public realm areas associated with Development Zone W in response to LBI Members comments, specifically:

- the Podium Garden in the centre of the Triangle site;
- a hard landscaped plaza at the southern end of the Podium Garden where it meets Randell's Road (the 'Southern Gateway');
- a new access road, service area and soft landscaping to the north of Building W1, referred to as the 'Northern Gateway';
- improvements to the public realm along York Way, between the Northern and Southern Gateways.

This submission follows a package of minor amendments to the W1 and W2 RMA submitted to LBC and LBI in August 2016.



Figure 2: Illustrative view of the Podium Garden from the south looking towards Building W1

Introduction

A new central Podium Garden sits at the heart of the development, with key pedestrian routes, different character areas (including playspace) and active frontages creating a lively and animated space for both the residents and the wider community. The principal access to the site comprises a new landscaped road to the north of Building W1, defined at the 'Northern Gateway', creating a junction with York Way. A series of streetscape improvements along York Way, between the Northern Gateway and Randell's Road to the south, contributes to the improved sense of place and seeks to 'stitch' together the east and west sides of York Way.

Details of the Habitat Area to the north of the site, identified on Parameter Plan TS004, are not included within the scope of this submission. These will be brought forward at a later date to allow discussions to continue with Network Rail on asset protection issues and with Global Generation on the design and management of the space.

Further, details of Building W3, which is permitted under the Triangle Outline Planning Permission, will be brought forward for approval at a later date. A series of key design objectives for the masterplan have nonetheless been developed. These objectives were set out in Section 1.2 of the Urban Design Report submitted for the W1/W2 Reserved Matters submission. To the extent Building W3 is shown in supporting images, the design should be taken to be illustrative only.

The design of the public realm has been led by landscape architects for the Triangle Site, Fabrik. Close collaboration with the architects and wider design team has ensured that the landscaping responds to and supports the design and uses proposed within the buildings. Further, the proposed spaces have been designed to complement the wider green network, including both the spaces within the KXC development and those in close proximity such as Bingfield Park to the east.

Report Structure

The UDR is structured to provide a detailed description of the landscape proposals for Development Zone W.

This UDR does not seek to repeat the detailed and comprehensive analysis that was presented at the outline stage in 2005. Rather, it seeks to reference the qualities and aspirations that 'flow' from the Triangle Outline Planning Permission. Reference has also been made to the Urban Design Guidelines North, where relevant which supported the original outline planning application for the Main Site.

In the preparation of this submission, a number of detailed technical studies have been undertaken which have informed the design. These studies are reported in documents which accompany the submission, in particular:

- Planning Compliance Statement;
- Access and Inclusivity Statement; and
- Earthworks and Remediation Plan.



Rubicon Court (R4)

Saxon Court (R5)

York Way

Urbanest (T6)

Randell's Road

Canal Reach

Gaswork
Tunnels

Existing Access
to CSC

CTRL Line

Bingfield Park

Main Line (ECML)
East Coast

Thameslink Canal Tunnels (TCT)

London Borough of Camden
London Borough of Islington

Site Location and Description

Site Description

The Triangle Site is a 6,600m² area of land located to the north east of the KXC Main Site on the eastern side of York Way. It is broadly triangular in shape (hence its name), which has informed the layout of the three buildings along the boundaries. As noted previously, the site straddles the boundary of the London Boroughs of Islington and Camden, which follows the former alignment of York Way prior to the completion of the CTRL works (see Figure 3).

The site is bounded to the east by the East Coast Main Line (ECML) and to the north-west by the Thameslink Canal Tunnels (TCT) which branch off from the overground train line and into the subterranean tunnels running south to St Pancras. The relationship between the site and the train lines is shown on Figure 3.

York Way, a busy arterial road, forms the southwestern boundary of the site. New residential buildings forming part of the KXC Main Site, namely Saxon Court and Rubicon Court (also known as R5 and R4 respectively), were both completed in 2012 on the opposite side of the street. The Urbanest student housing development in T6, completed in 2013, sits to the north-west of the site on the junction between York Way and Canal Reach.

The southern boundary has a prominent corner location at the junction between York Way and Randell's Road, which rises across the ECML tunnels to provide a route to Bingfield Park and the east.

All vehicular access into the site is currently from a shared, singular, access point off York Way that serves both the Triangle site and the CTRL West Portal located directly to the north. The access at this point is close to the base site level of (23.6m ODN) and is constrained by the below ground construction of the TCT.

The site is well connected to public transport with bus stops located on York Way at the northern end of the site. Directly to the south, King's Cross and St Pancras stations provide over-ground train services to Europe, the north and connections to the London Underground.

Site History

Historic maps indicate open agricultural land across the site in 1834, albeit bounded by Maiden Lane (now York Way) to the west. Extensive and wholesale development had, however, started to take place by 1862 including housing on Randell's Road and miscellaneous railway buildings and tracks associated with the increasing characterisation of the area for industrial and railway uses. From 1869 to 1925, several railway lines and sidings associated with King's Cross Station and the Northern Goods Yard dissected the Triangle Site and occupied the majority of the local area, including the entrance to the Maiden Lane Tunnel (now the ECML). The site remained relatively unchanged until the mid-1970s when the number of railway sidings present on the site reduced in line with the decline of the Goods Yard and more recently the site was used as part of the extensive network of railway sidings north of the Regent's Canal.

In the mid-2000s the old York Way viaduct was removed and the road realigned to its current day position to allow the CTRL tracks to be brought into operation.

The KXC Construction Skills Centre (CSC), a requirement of the KXC S106 Agreement for the Main Site, was built in 2008 on the western part of the site within the LBC boundary. The remainder of the site is currently used as a logistics compound for works related to the KXC development.

There are no heritage interests on the Triangle Site; it is not in a Conservation Area and there are no listed buildings on the site.

Site Constraints

As described previously, the site is bounded on all sides by infrastructure which constrains the development and public realm on this site.

A number of loading and structural limitations related to both the below ground TCT tunnels and Gaswork Tunnels have also informed key aspects of the landscape design. KCCGPL have engaged with Network Rail on the asset protection requirements since the early stages of the project and the design has been informed by these discussions. A Form A submission was made to Network Rail in March 2016.

Significant level changes exist along the Randell's Road and York Way boundaries. York Way slopes up approximately 4.1m from the existing access road to the junction with Randell's Road to the south. Randell's Road continues this ascent, rising eastwards a further 1.4m. These present a challenge in terms of achieving level access/floorplates across the site, especially achieving step-free entrances from the public realm to the retail units along York Way.



Planning Context

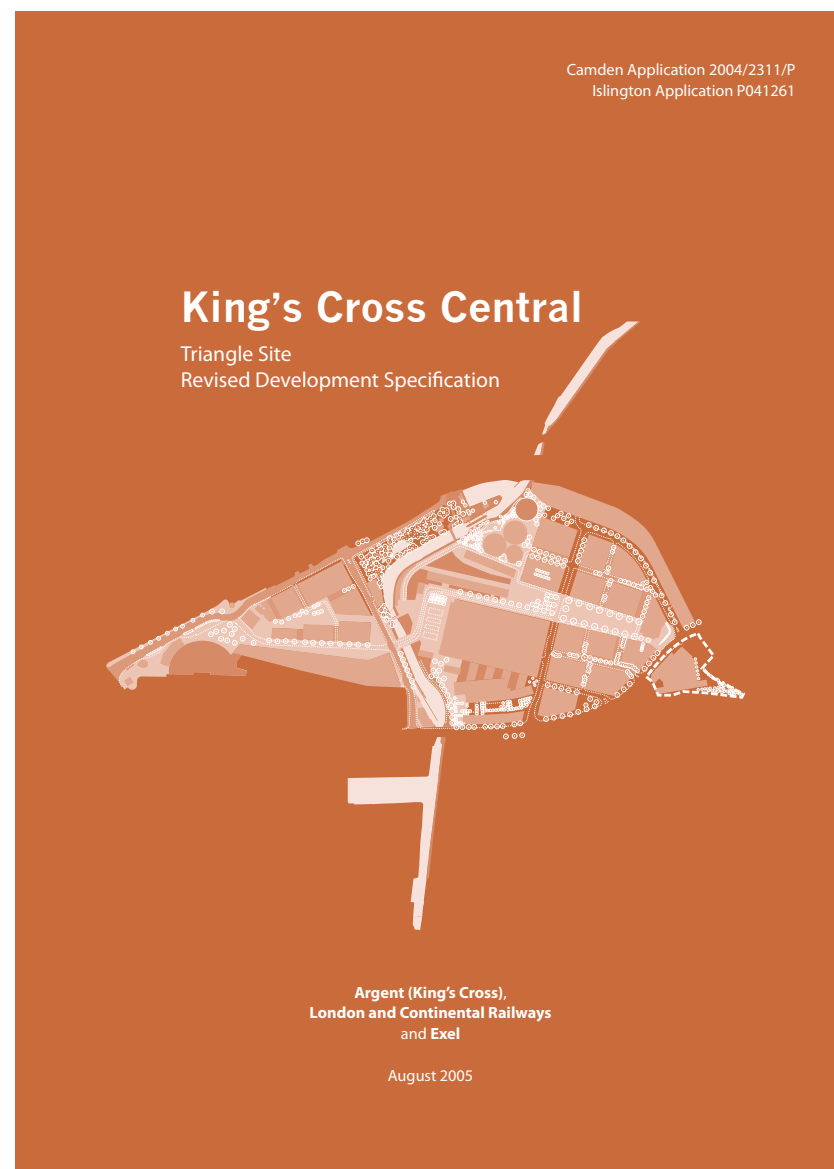


Figure 5: Front cover to the Revised Development Specification to the Triangle Outline Planning Permission

The Triangle Outline Planning Permission

Outline planning applications for both the Triangle Site and the Main Site (together forming the 'KXC Development') were submitted at the same time in May 2004, with further amendments made in September 2005. Although both applications are independent of each other, they are of course closely related, with a number of common documents setting out the shared design objectives and principles for the wider KXC Development. Consequently, the Triangle Outline Planning Permission is closely aligned with the aspirations and framework established and already being delivered under the separate outline planning permission for the Main Site.

The Triangle Outline Planning Permission (approved on 22 July 2008 by the Secretary of State with references App/VS570/A/07/2051902 and App/X5210/A/07/2051898) encapsulates the masterplan parameters and principles set out in the Triangle Site Revised Development Specification (August 2005) and is supported by a comprehensive set of documents that explain, analyse and justify the development of the site. In some cases, these documents address the KXC proposals as a whole and were submitted in support of both outline applications.

The Triangle Outline Planning Permission is defined through a series of Parameter Plans which address and fix the following (sometimes within Limits of Deviation):

- An envelope for the development within which future designs will evolve;
- Maximum height and massing limits in response to daylight, urban scale and contextual factors;
- A limit on the floorspace within different use categories which may be constructed below a defined height;
- Site access and areas of public realm/amenity space; and
- The massing at upper levels addressing public space and context whilst offering flexibility in design.

During the detailed design development it became apparent that certain elements of the scheme needed to be amended, specifically the maximum building heights, location of residential building cores and ground floor retail/servicing. These are subject to approvals from LBC and LBI for non-material amendments under Section 96A of the Town and Country Planning Act 1990, dated 7 and 8 March 2016, and now form part of the Triangle Outline Planning Permission. Further details of the nature of the proposed amendments relevant to this application are set out later in this section.

In addition, a Triangle Explanatory Statement (TES) was submitted in support of the Triangle Site application to explain the context for the proposals, their design evolution and the key development issues that relate specifically to the Triangle Site. The TES included the following objectives that are reflected in the Parameter Plans and Revised Development Specification, and have informed the current proposals:

- Develop York Way frontage to an appropriate scale and ensure that the ground level offers publicly accessible uses that will animate the streetscape;
- Develop the other perimeters of the site to create buffers against noise from the adjacent railways;
- Make the centre of the site an amenity and focal point;
- Orientate public entrances to respect and enhance east-west pedestrian movement;
- Create a focus for the long view up York Way; and
- Define a northern gateway to King's Cross Central.

Figure 4 (left): Artist impression included in the 'Triangle Explanatory Statement' illustrating how the Triangle Site might be developed within the parameters of the Triangle Outline Planning Permission

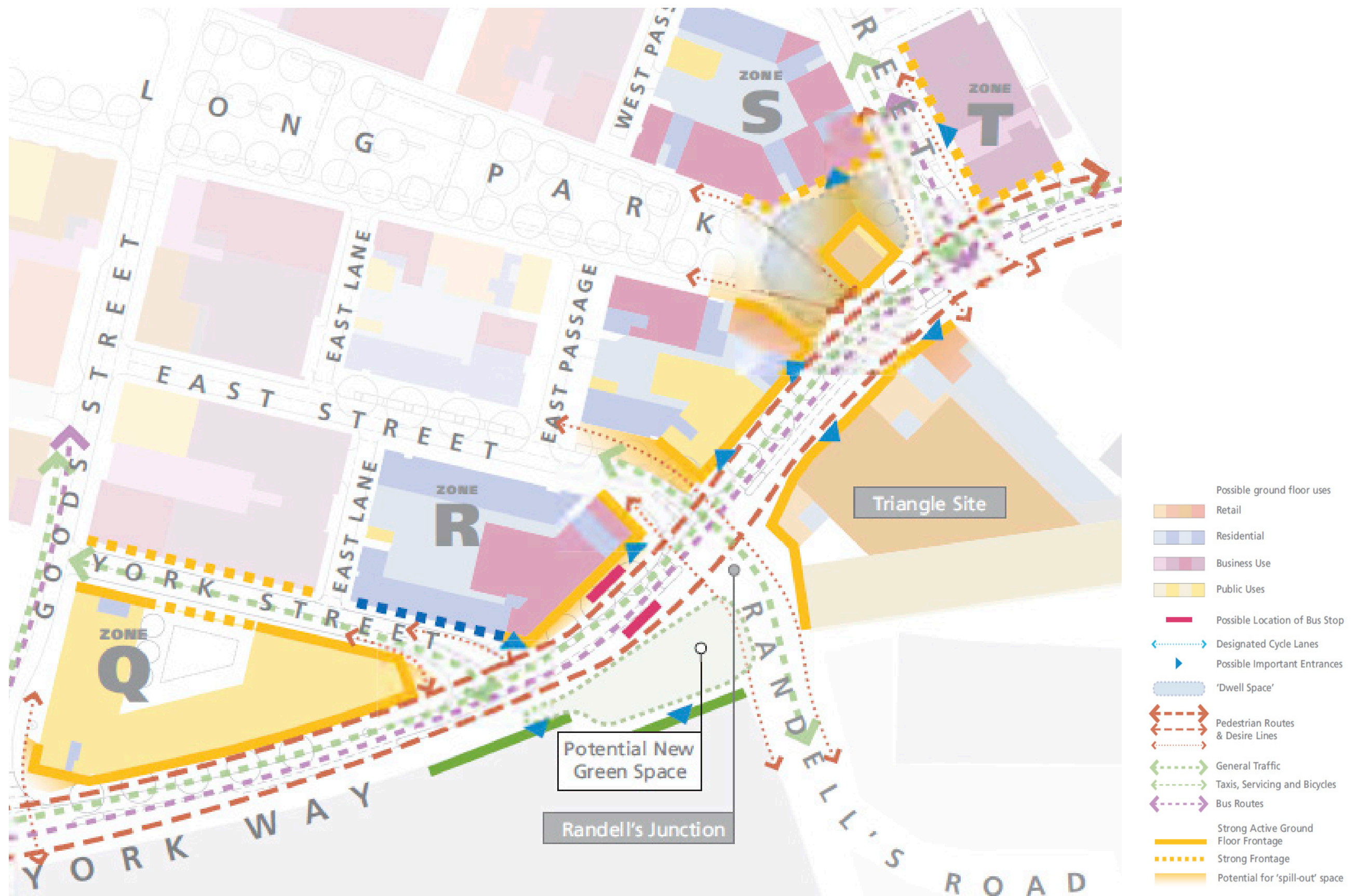


Figure 6: Extracted concept diagram from the King's Cross Central Urban Design Guidelines North illustrating the Triangle site in relation to York Way.

Planning Context

Parameter Plans & Revised Development Specification

Vehicular Access

According to paragraph 1.10 of the Revised Development Specification, vehicular access to the Triangle Site was applied for in full. The same paragraph confirmed that access would be provided via a new road over the cut and cover tunnel for Thameslink 2000 forming a new junction off York Way, now referred to as the 'Northern Gateway'. The access to the adjacent CTRL London West Portal Muster Area would be removed and the new access would then serve both sites. This arrangement is reflected on Parameter Plan TS003 and has informed the current proposals. However, the layout is adjusted in the proposed scheme to reflect the siting of Building W1, in particular the entrance to the basement car park and the visitors parking which are now located closer to York Way. This includes moving the access road slightly to the north to accommodate the parking spaces and enlarging the service yard (within the limits of deviation on TS003) to provide additional space for delivery vehicles to turn. These minor amendments do not represent a material change to the access arrangements shown on the Parameter Plan.

Amenity Space

Parameter Plan TS006 (as amended), shown on Figure 7 overleaf, shows the garden level where the built development would appear as three separate blocks around a Central Amenity Space with planting. Paragraph 3.21 of the Revised Development Specification explains that a Central Amenity Space between the three 'blocks' would be provided, comprising "gardens, seating areas, play areas for children and buffer space between the main garden and the lower residential dwellings". Paragraph 4.21 of the Revised Development Specification originally envisaged that this amenity space would be used as private space by residents and potentially other keyholders, for example users of the health and fitness centre within W3. This was subsequently reflected in Condition 21 which limited the use of the space to residents of the development. However, it has since been amended by the NMA Approval (explained later in this section) to allow public access to the proposed Podium Garden.

In terms of the Southern Gateway, paragraph 3.22 of the same document states that where the site fronts Randell's Road, the buildings would define and frame a new area of public realm, where seating could be provided outside a retail unit.

KXC Urban Design Guidelines North

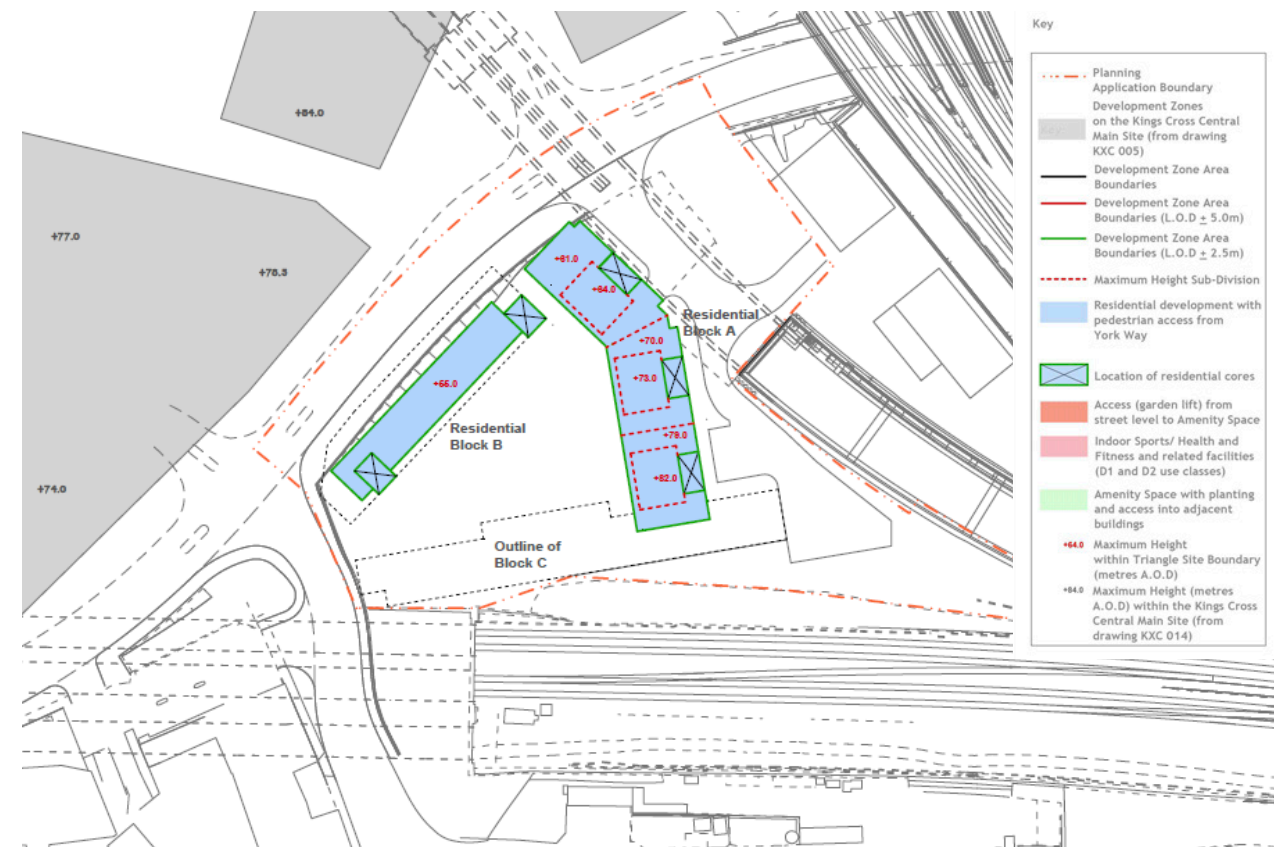
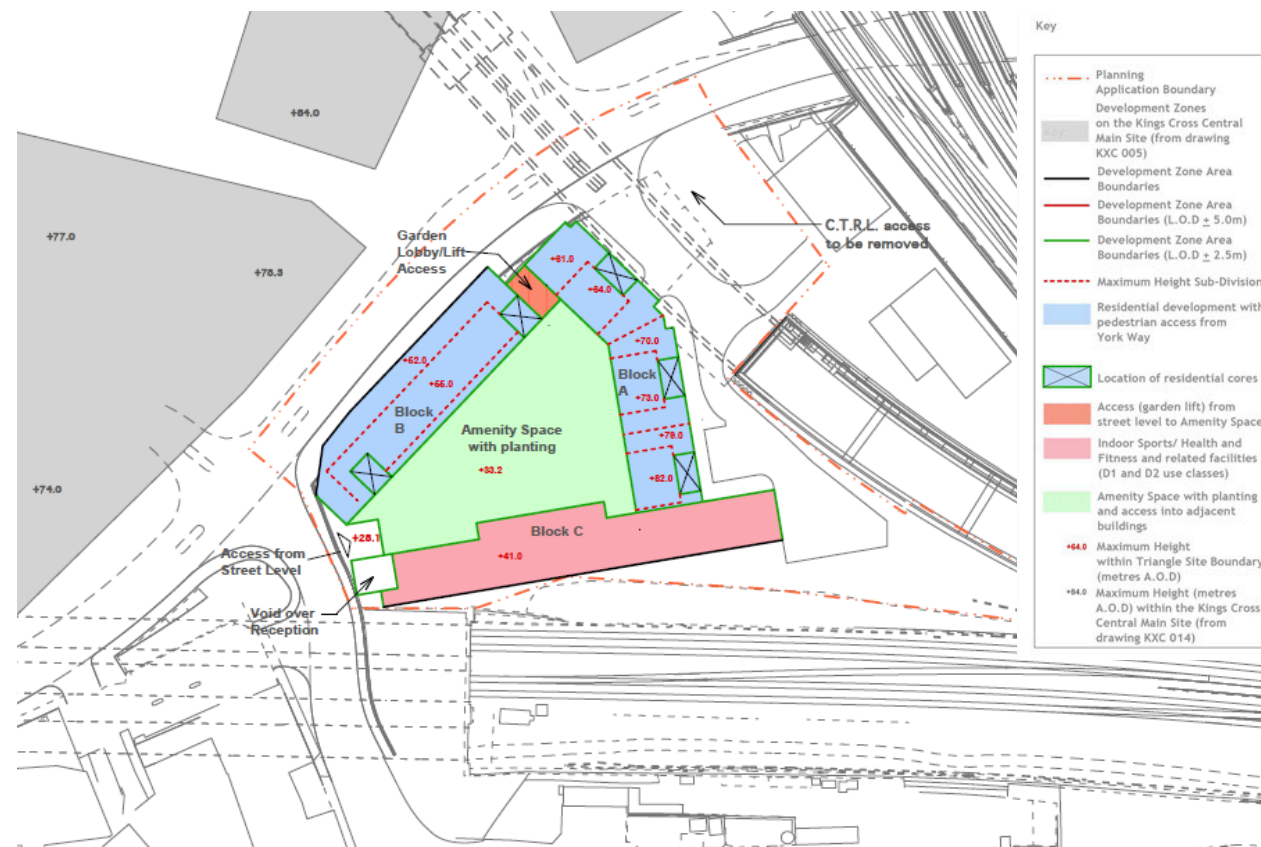
The Triangle and KXC outline planning applications were accompanied by the 'Urban Design Guidelines (North)' document which set out the design aspirations and objectives for later detailed proposals coming forward in the northern part of the KXC site.

The Urban Design Guidelines (North) are not prescriptive; rather they form a 'manual' for design and development within the framework that underpins the outline applications, and provide a starting point for design. The guidelines are written with reference to principal public realm areas across the KXC development, setting out the key principles and design priorities in relation to the architecture and urban design for each space, in this case, York Way (see Figure 6).

The design team has had regard to the vision set out in the Urban Design Guidelines North documents, which in relation to the Triangle Site, seek to:

- promote activity, access and openness to amenity space within the block;
- give strong definition to the street edge along York Way;
- participate in the two new 'public areas' of North Square and Randell's Junction;
- have a greater scale than J and Q to take advantage of the wider spaces created by the surrounding railways at the north end;
- promote high density of both enclosure and occupation as a benefit to the regeneration of York Way;
- recognise the base zone as important in achieving continuity and human scale along the street edge;

- have appropriate scale and massing to give a sense of arrival from the north; strong but not overbearing enclosure to York Way; both strong enclosure and a sense of openness to 'Randell's Junction'; and a market on York Way as seen from the south, benefitting from the curve in the road;
- consider opportunities for substantial massing, especially to the north of the Triangle site;
- respond to the sinuous curve of the northern part of York Way by building on the drama of the street as one of its unique and positive qualities;
- meet the substantial challenges of accessibility and active frontage to create a comfortable and natural street experience;
- align building frontages from plot to plot; and
- integrate the mix of uses with the public realm both inside and outside the site boundary;



Planning Context

Non Material Amendment to the Triangle Outline Planning Permission

As noted above, the Triangle Outline Planning Permission is defined by a package of nine Parameter Plans which augment the detail set out in the Revised Development Specification. Those plans describe, among other things, the permitted heights for Buildings W1, W2 and W3, along with the position of residential building cores, loading bays and ground floor retail floorspace.

Related applications for non-material amendments to the Triangle Outline Planning Permission pursuant to Section 96A of the Town and Country Planning Act 1990 were approved by LBI and LBC to address the above issues (ref. P2015/5354/NMA and 2015/7100/P respectively), referred to in this submission collectively as the 'NMA Approval'. Adjustments to the position of residential cores and the removal of the stepped roofline and dropped shoulders were specifically related to the buildings and explained in more detail in the separate Reserved Matters submission for Buildings W1 and W2 RMA.

In addition, the NMA Approval sought a variation to the wording of Condition 17 of the Triangle Outline Planning Permission to allow for the approval of further revisions to internal layouts and sections through the submission of plans at the Reserved Matters stage. The principle of and justification for these amendments were set out in the Supporting Statement to the NMA applications and are summarised in Section 1 of the separate Planning Compliance Report. The amendments, in so far as they relate to the proposed public realm and Podium Garden are reflected in the submitted drawings which now accompany this Reserved Matters submission for approval. In summary, they provided for the lowering of the finished site levels of the Podium Garden to facilitate level access to the space, resulting in changes to the configuration of servicing and retail spaces at lower and upper ground and basement levels and the inclusion of residential units at podium level (Level 00) in W1. This has effectively resulted in the consolidation of the lower and upper ground floors, albeit within the site level parameters set by the respective Parameter Plans for those floor levels.

The NMA Approval also made amendments to the wording of Condition 21 removing the restriction on access to the central podium garden so that it can be enjoyed by both residents of Buildings W1 and W2, and the public.

The current scheme, as described in this document, reflects the amendments approved by the NMA Approval.

Consultation

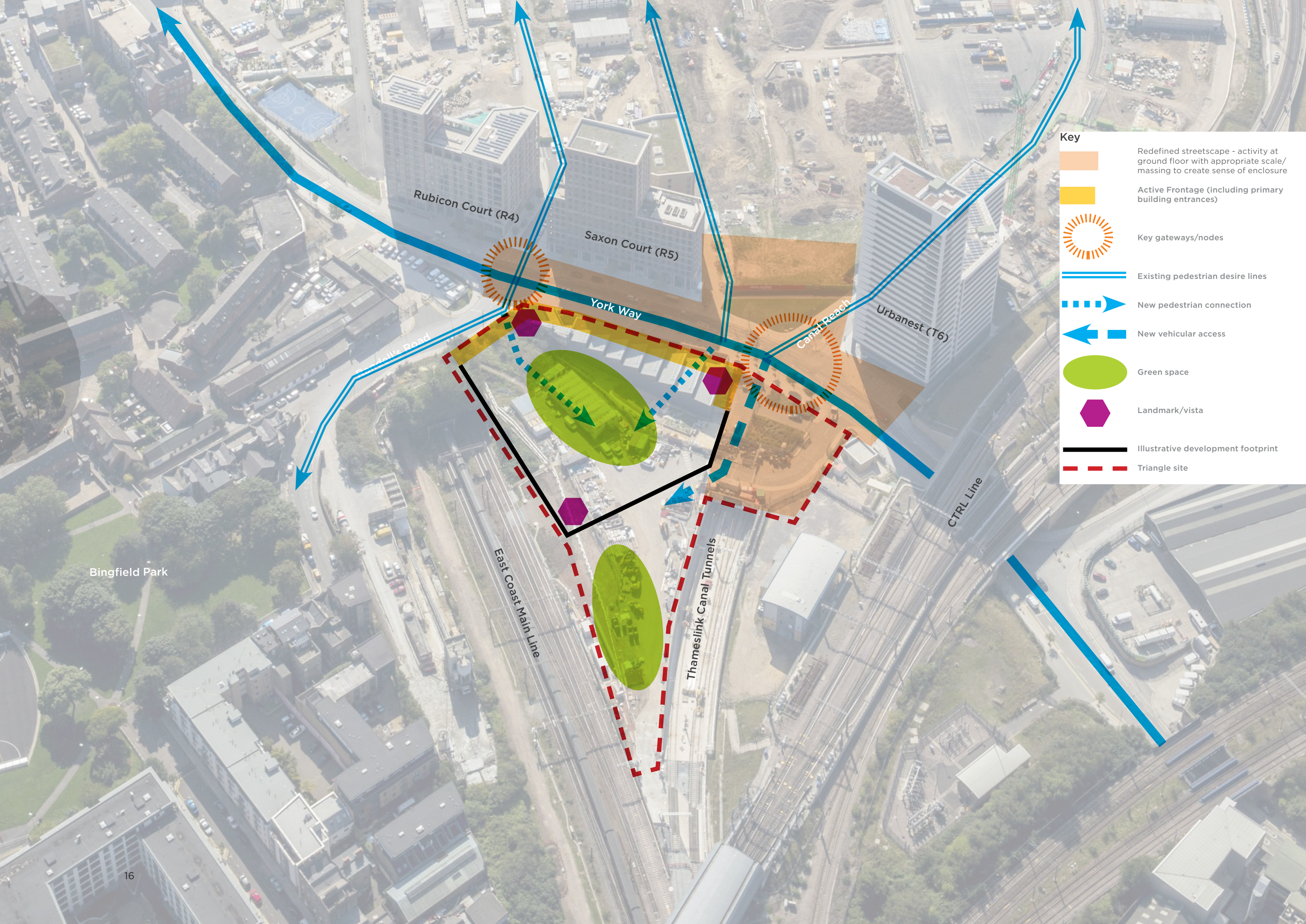
The proposals have been developed in consultation with London Borough of Camden and Islington officers since 2014 and were considered alongside Buildings W1 and W2 at the Islington Design Review Panel on 30 September 2015. In their response of 21 October 2015, members of the panel suggested that:

- a greater emphasis was needed on well designed hard landscaping within the Podium Garden space;
- further detail was needed on play space provision; and
- the timing of the landscaping submission should be brought forward to coincide with the buildings.

In relation to the first point, details of the hard landscaping are provided in Section 3.1 of this Urban Design Report. A full Play Strategy and details of the proposed play features are provided in Sections 2.4 and 3.1 respectively.

This Reserved Matters submission accompanies the revised details of Buildings W1 and W2 submitted to LBC and LBI in August 2016, to provide context to the latter proposals and create a relationship between the buildings and the landscaping.

The landscape concept was also shown to the King's Cross Design and Access Forum in October 2015 as part of the presentation for Buildings W1 and W2.



Key

Redefined streetscape - activity at ground floor with appropriate scale/massing to create sense of enclosure

Active Frontage (including primary building entrances)

Key gateways/nodes

Existing pedestrian desire lines

New pedestrian connection

New vehicular access

Green space

Landmark/vista

Illustrative development footprint

Triangle site

Site Opportunities

1.3

Site Opportunities

Building upon the framework of objectives set out at the outline stage, and the aspirations set out in the Urban Design Guidelines (North) document, the project team has identified a number of specific opportunities which have informed the proposals for the Triangle Site landscaping and public realm. These are illustrated in Figure 9 and can be summarised as follows:

Active Frontage

An important aspect of the redefined York Way will be the location of appropriate uses at street level to generate activity and contribute to the ‘human scale’ city with an emphasis on increased pedestrian activity and a more natural street experience. Retail units will front York Way, with key building entrances also located on York Way. The public realm has been developed to provide opportunities for spill out spaces to activate these frontages, for example outdoor seating to the southern most retail unit in Building W2.

Gateways

Two key gateways will be created by the proposals. One currently exists around the existing access to Canal Reach on the approach from the north along York Way. The Triangle Site will further define this to enhance the sense of arrival into the King’s Cross area. Prominent built form and consideration of the public realm will reinforce this as the ‘Northern Gateway’ and contribute to the sense of place along York Way.

To the south, the junction of York Way and Randell’s Road has great potential for public activity, improved access and openness to the new Central Amenity Space within the block. The development will emphasise this node as a key gateway along York Way, referred to as the ‘Southern Gateway’, and reinforce the importance of connecting the established communities to the east with the emerging development to the west.

Improved Permeability

Pedestrian routes to the development will respond to existing movement patterns from the south and west to improve the connectivity of the site within the local context. They will support the proposed uses at street level and encourage use of the new public space at the heart of the development. The level changes will also be addressed in the design of the public realm, with accessibility provided by an external lift for those with physical disabilities.

Vehicular access will be provided as part of the Northern Gateway proposals. This will function for all vehicles, therefore reducing the need to service the site from York Way.

New Green Space

A new public space at the heart of the site will be created, enclosed by the three buildings of the development. Clear pedestrian connections will be provided to encourage the use of the space by residents and local community. Its presence will enhance the local network of green spaces from the recent development within KXC to those that are more established, such as Bingfield Park. It will also be a key contributing factor in opening up the Southern Gateway of the development onto Randell’s Road, and forming a visible ‘node’ when approached from the south.

Developing the Masterplan Vision

The above opportunities relate to the Triangle Site in its entirety. The previous RMA submission for Buildings W1 and W2 set out how at masterplan level these opportunities were translated into a holistic vision for the site underpinned by a strong framework on principles related to connections, uses, scale, green space, character and materiality.

In the context of this application, the principles related to connections, uses and green space have also been included. Individual descriptions of the key spaces detail how the landscape and public realm have been developed in support of these key opportunities.

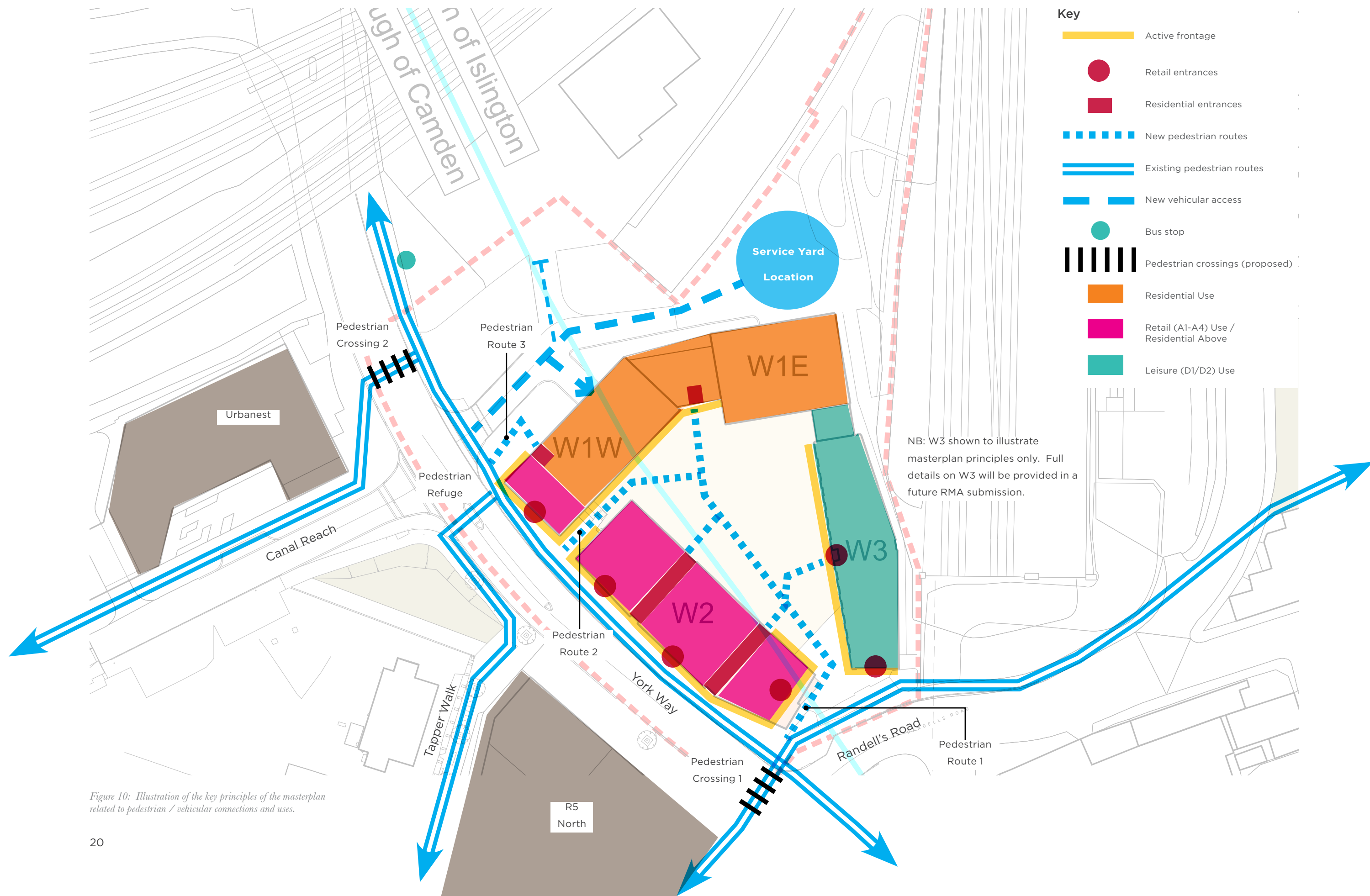


Figure 10: Illustration of the key principles of the masterplan related to pedestrian / vehicular connections and uses.

Site Connections and Uses

Vehicular Connections

The vehicle entrance will be relocated from its current position immediately adjacent to the CTRL boundary fence further south to sit opposite the junction with Canal Reach. This change has been driven by the aspiration to reinforce this location as the Northern Gateway and was envisaged by the layout on Parameter Plan TS003. Moving the entrance will allow significant areas of greening to be provided along the existing infrastructure boundaries to enhance the streetscape and sense of arrival.

As envisaged by Parameter Plans TS003 and TS004, this entrance will be the only point of vehicular entry to the site, and will therefore accommodate all vehicles related to the site uses and activities.

Both Network Rail and CTRL will maintain access rights through this route to allow them entry into their property which bounds the site to the north.

Pedestrian Connections

Pedestrian connectivity is a key objective of the development and careful consideration of this along with the nature of the green spaces and surrounding uses has informed the location of the three proposed pedestrian routes illustrated in Figure 10.

Firstly, a new pedestrian route (labelled 1 on Figure 10) at the Randell's Road junction responds to both movement along York Way - in particular the proposed pedestrian crossing to the southern corner of the development - as well as to an existing connection to the communities in the east. Its presence will be key in opening up the southern end of the development as a gateway, and reinforcing this as the primary point of arrival for pedestrians. It will also link directly to the routes through the Podium Garden, and to the primary entrances proposed for each of the individual buildings.

Secondly, a new pedestrian connection (labelled 2 on Figure 10) from York Way is proposed opposite Tapper Walk. The Triangle Outline Planning Permission envisaged this as an internal connection for the residents only, which was aligned with the proposal at the time to limit the use of the Podium Garden to those living in W1 or W2 and potentially other keyholders such as those using the leisure facility in W3. The proposals now envisage this as a public access route with steps and a platform lift. This new proposal reflects the move towards public access to the garden space, which formed part of the NMA Approval, and responds to the pedestrian desire line linking to Tapper Walk and Cubitt Park, thus greatly enhancing connectivity. It also offers a better response to the considerable level changes along York Way, particularly with regard to public access for people with disabilities.

Thirdly, pedestrian access (labelled 3 on Figure 10) will also be possible from the Northern Gateway, linking to Canal Reach and in close proximity to the bus stop to the north of the site. A secondary residential entrance to W1 will be positioned here.

Although the pedestrian crossings over York Way are outside the scope of this submission, they are expected to be brought forward as part of the wider public realm improvement to York Way and have therefore informed the position of the routes described above. These three routes will improve permeability and connectivity within the local context and help create an enhanced sense of place, particularly along York Way.

Uses

The Triangle Outline Planning Permission prescribes the arrangement of uses relative to the defined blocks. The previously submitted Reserved Matters details for Buildings W1 and W2 follow the principles set by the permission, with retail fronting York Way and residential units above in W1 and W2.

A key development relates to the quantum of retail proposed. It was originally envisaged that deep-plan retail space would extend beneath the Podium Garden (as shown in Parameter Plan TS005). Due to site levels, the Podium Garden would have been raised a storey level above York Way on top of the retail uses, and would have restricted access, as described previously. Early discussions in the pre-application process led to agreement that the new garden should be public rather than private. This resulted in the decision to restrict the depth of the retail units to the footprint of W2 to allow the levels of the Podium Garden to be lowered and to provide step free access throughout the development. These amendments were included in the recent NMA Approval and are reflected in the submitted drawings for approval.

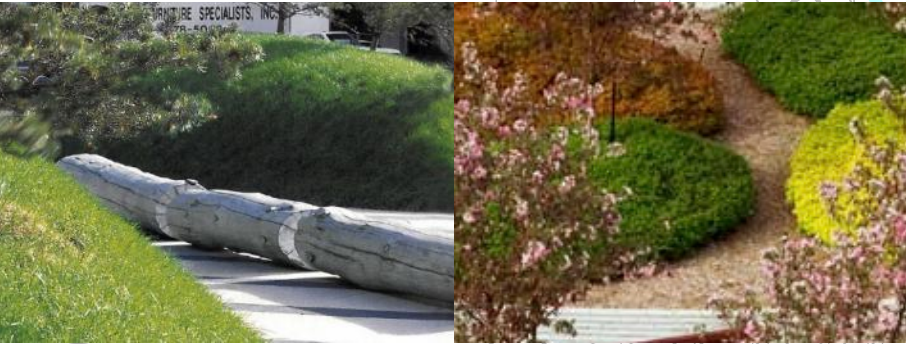
Consideration has been given to appropriate locations for active frontage (in addition to that on York Way) which will positively reinforce the proposed pedestrian routes. At the Southern Gateway, an active retail use will wrap around into the new garden area, thus creating an animated corner addressing both the street and garden sides of the development.

The secondary pedestrian connection between Buildings W1 and W2 will also be animated by active frontage linked to both the retail units and the communal residents' areas located within W1.

The retail frontage will wrap around the northern edge of the development into the Northern Gateway, providing opportunities for animation and interaction between the building users and the adjacent public space.

The extent of leisure use has also been considered. Whereas previously W3 extended underneath W1, the masterplan now proposes a clear distinction between the two blocks. The proposals for the Podium Garden have been designed to complement a future leisure use (D1/D2) in W3, for example retaining hard landscaping along the west and south elevations to facilitate access when this building is designed in due course.

Northern Gateway



Central Amenity Space ('Podium Garden')



Habitat Area ('Ecology Garden')



Southern Gateway



Public Realm and Landscape Concept

2.2

Approach

As explained in the Introduction, this Reserved Matters submission includes details of the design for the Podium Garden, Northern and Southern Gateways and public realm improvements to York Way.

A Public Realm Strategy was submitted as part of the outline planning application for the whole KXC development, including the Triangle Site. That strategy aimed to create a diverse series of linked spaces, with each being unique and reflecting the uses of the surrounding buildings. The design for the Triangle Site has focused on this as a key aim with a framework of key green spaces and character areas related to the different buildings and their uses. Figure 11 illustrates the aspirations for these spaces, providing the framework within which the detailed proposals have been developed.

Section 3.0 of this Urban Design Report sets out the proposals for the detailed design of the Podium Garden (including the Southern Gateway), the Northern Gateway (including the Service Yard) and the York Way Public Realm improvements. These have been closely informed by the massing, internal configuration and facade treatment for the buildings.

The Habitat Area does not form part of this submission. However, a short description is provided below to explain how the garden will form part of the wider landscape context.

Habitat Area

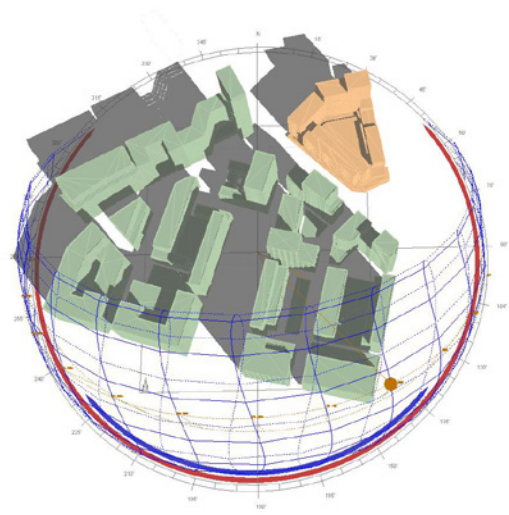
Parameter Plan TS004 and the Revised Development Specification refer to a 'Habitat Area' to the north-east of the site alongside the ECML tunnels. This is described in the latter document as a 'fenced off area with no public access' with the detailed design seeking to 'provide habitat considered complementary to the adjoining railside habitat'.

Now called the 'Ecology Garden', this space maintains its focus on creating new habitats for urban wildlife. Plant species will be carefully considered in conjunction with an ecologist and landscape architect to maximise the biodiversity value of the site. Given the site's location alongside the Thameslink Canal Tunnels and East Coast Mainline, Network Rail's asset protection requirements will also inform the design.

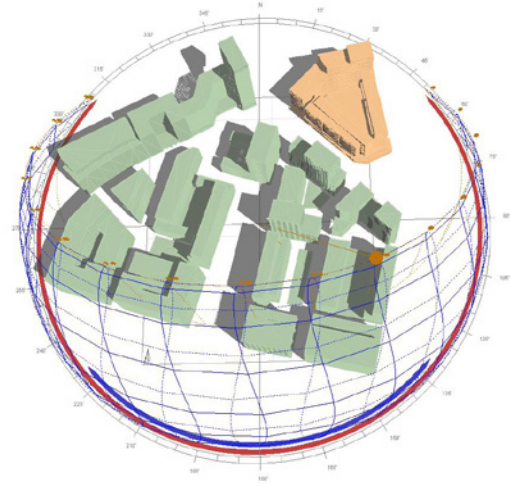
The Ecology Garden will be a secure, self-contained space which is complementary to the adjoining railside habitat and is not intended for resident amenity or to access the proposed buildings. An opportunity is being explored with Global Generation for them to operate from and manage the space, developing their urban food growing project already on the Main Site (the 'Skip Garden') alongside an ecological garden to help local young people learn more about the natural environment and sustainability. We are working with them to look at a design which combines their requirements with preserving a habitat area for wildlife, alongside addressing asset protection measures required by Network Rail.

In addition to a unique character within the wider KXC development, this space will be particularly important as visual amenity for the residential apartments located in Building W1.

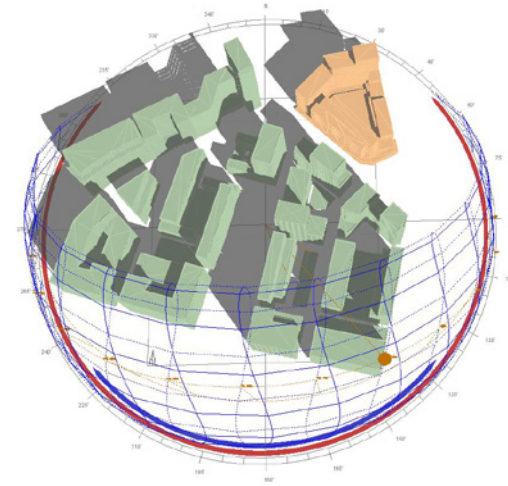
Figure 11 (left): Landscape character areas



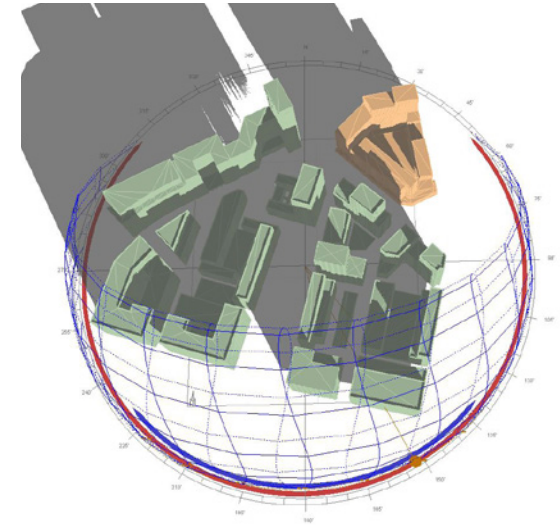
March 21st - 10am



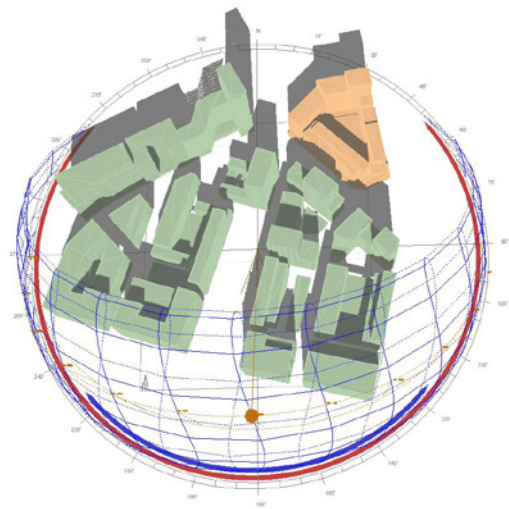
June 21st - 10am



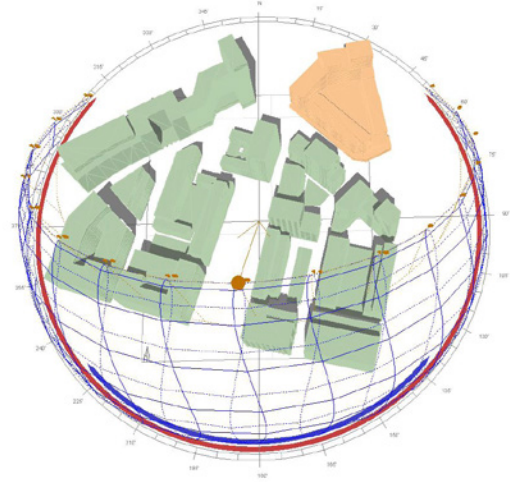
September 21st - 10am



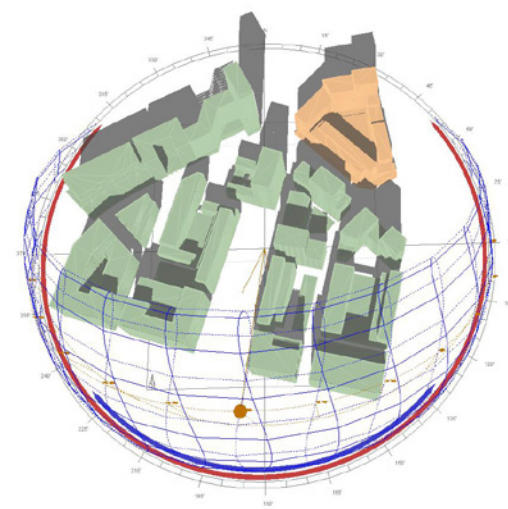
December 21st - 10am



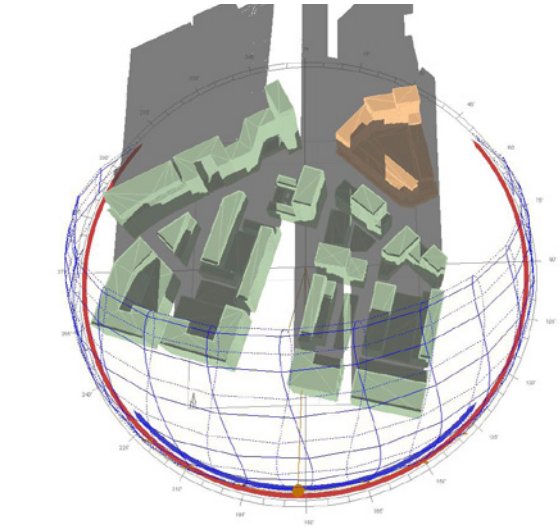
March 21st - 12pm



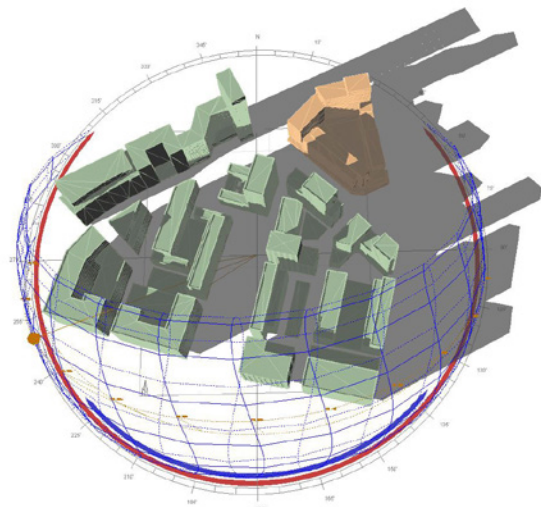
June 21st - 12pm



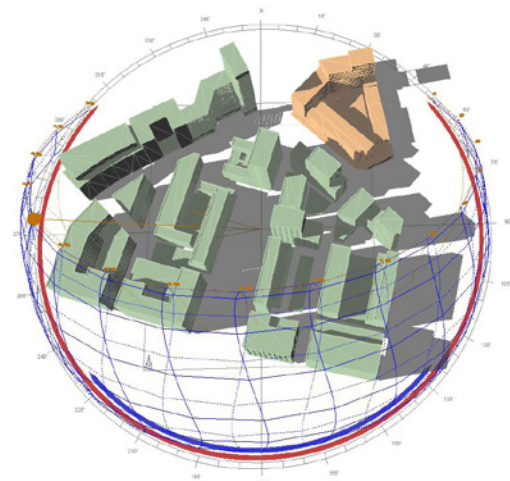
September 21st - 12pm



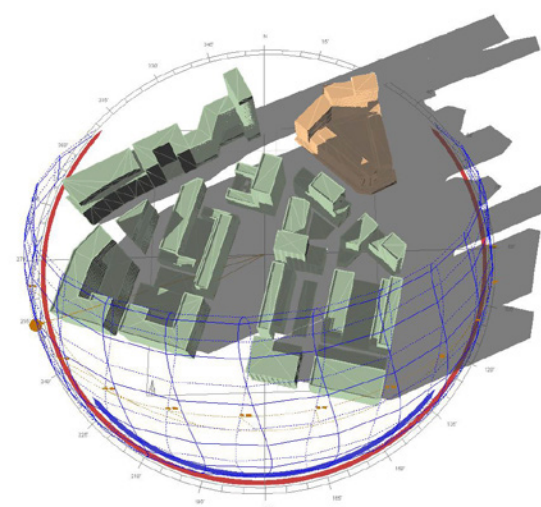
December 21st - 12pm



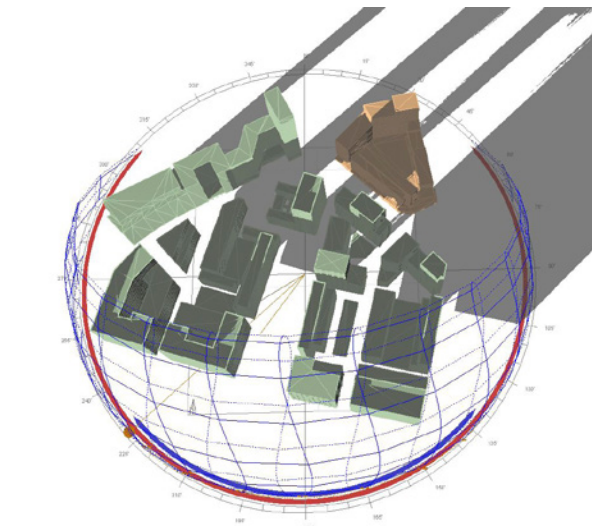
March 21st - 4pm



June 21st - 4pm



September 21st - 4pm



December 21st - 4pm

Figure 12: Studies from the recent sunlight analysis of the Triangle Site public realm