

Compliance 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

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King's Cross

Introduction

- 1.1 This Reserved Matters submission is made in relation to landscape proposals for Development Zone W (also known as the 'Triangle Site') of the King's Cross Central ('KXC') development. The site is separated from the larger part of the KXC Development (the 'Main Site') by York Way and straddles the boundaries of both the London Borough of Camden ('LBC') and the London Borough of Islington ('LBI').
- 1.2 Development Zone W is subject to an outline planning permission granted on 22 July 2008 by the Secretary of State with references APP/VS570/A/07/2051902 and APP/X5210/A/07/2051898¹ (the 'Triangle Outline Planning Permission'). 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. In particular, the proposals for the Triangle Site were subject to an Environmental Impact Assessment which considered the KXC development as a whole, and described in a Development Specification document (Revised August 2005) with accompanying Parameter Plans.
- 1.3 The Triangle Outline Planning Permission was recently amended by approvals for non-material amendments pursuant to S96A of the Town and Country Planning Act 1990 dated 7 and 8 March 2016 (LBI and LBC references P2015/5354/NMA and 2015/7100/P respectively). The changes effected by that approval are explained in more detail below.
- 1.4 There are two Section 106 Agreements relating specifically to the Triangle Site, both dated 4 April 2008. The first, referred to as the 'Joint S106 Agreement', was made between the Mayor and Burgesses of the London Borough of Camden, the Mayor and Burgesses of the London Borough of Islington, the Secretary of State for Transport, London & Continental Railways Ltd and Argent (King's Cross) Limited and considers a wider range of matters, including estate realm and habitat areas, and access and inclusivity. The second agreement was made between the Mayor and Burgesses of the London Borough of Camden, the Secretary of State for Transport, London & Continental Railways Ltd and Argent (King's Cross) Limited (the 'Camden S106 Agreement') and relates only to the provision of affordable housing on the site.
- 1.5 The Triangle Outline Planning Permission (as amended) 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 around a central amenity space, also referred to in this submission as the 'Podium Garden', and are serviced by a new access road to the north of W1 known as the 'Northern Gateway'.
- 1.6 The approved Revised Development Specification gives the following description of development for the Triangle Site as a whole, as follows:

¹ The Triangle Outline Planning Permission was granted by the Secretary of State on appeal. The original planning application references allocated by the London Borough of Islington and Camden were P041261 and 2004/2311/P, respectively.

“Mixed use development of part of the former railways lands within the Camden King’s Cross Opportunity Area and an Islington Area of Opportunity, as set out in this Revised Development Specification. The development comprises residential; shopping, food and drink and financial and professional services within the A1, A2, A3 and A4 use classes; a health and fitness centre (use class D2) with the potential to incorporate a crèche and community facilities (use class D1); amenity and open space; habitat areas; recycling, cycle storage and other ancillary uses; parking; highways works to provide access; and other supporting infrastructure works and facilities.”

- 1.7 Reserved Matters details for Buildings W1 and W2, both residential buildings, were submitted to LBI and LBC in March 2016 (references P2016/1030/RMS and 2016/1530/P, respectively). Reserved Matters approval was granted for these buildings by LBC on 6 June 2016. However, a decision on the same proposals was deferred by Members at the LBI Planning Committee on 14 June pending further details on the landscaping of the Podium Garden and public realm, among other matters. In particular, Members raised concern regarding a lack of clarity on outdoor space (specifically the Podium Garden and Northern Gateway) and provision of playspace, details of which were outside the scope of the submission.
- 1.8 A full response to the reasons for deferral of a decision by LBI was provided in a Submission Statement for a package of minor amendments submitted to LBI and LBC on 24 August and 2 September, respectively. Whilst the minor amendments are focussed around improvements to the balcony space for both buildings, the submission stated our intention to submit Reserved Matters details of the landscaping for the Triangle Site as soon as possible in order to provide context to the proposals for Buildings W1 and W2 and respond to comments made by LBI Members. Consequently, this submission provides landscape details for approval relating to the Podium Garden/Southern Gateway and the Northern Gateway, which provides service access to the Triangle site buildings and the adjacent railway lines, and for improvements to the public realm along York Way, extending from the Northern Gateway to the southern end of Building W2 at the junction with Randell’s Road.
- 1.9 It should be noted that the Habitat Area identified on Parameter Plan TS004 is not included with the current proposals. Paragraph 4.15 of the Development Specification confirms that this area would be fenced off with no public access and would seek to provide habitat considered complementary to the adjoining railside habitat. Now called the ‘Ecology Garden’, this will be a secure, self-contained space which is not intended for resident amenity or to access the proposed buildings.
- 1.10 Neither the Triangle Outline Planning Permission nor the Joint S106 Agreement impose any requirements on the timing of the Habitat Area or phasing with other landscape areas/buildings. The design of this space, which provides no amenity to residents, is still at an early stage and further dialogue is required with third parties such as Network Rail and High Speed 1 to ensure the proposals meet their asset protection requirements before any Reserved Matters submission is made to LBI and LBC.
- 1.11 This Compliance Report provides a comprehensive overview of how the relevant pre-commencement planning conditions and Section 106 obligations are being addressed in respect of the proposed landscaping.

- 1.12 The Reserved Matters boundary for this submission and the relationship of the proposed public realm with the Zone W buildings are shown on the plan following this section, Figure 1.
- 1.13 The report acts as a 'navigation' document for this Reserved Matters submission and its relationship to the various conditions and obligations. The submission includes the Reserved Matters details required by and referred to in the conditions and specified in the Definitions attached to the Triangle Outline Planning Permission. These include: layout, scale, appearance, access and landscaping, except as already established by the relevant Parameter Plans.

Approval of Non-Material Amendments Pursuant to S96A of the Town and Country Planning Act 1990

- 1.14 During early pre-application discussions with officers, it was agreed that the scheme would benefit from the Podium Garden being open to the public and made level with the Southern Gateway at Randell's Road. Further, the areas designated for cycle parking, refuse and plant within the lower ground level were considered to be insufficient to meet the desired levels of provision and were poorly connected to some of the cores (as shown on the Parameter Plans) or created significant blank facades of ancillary uses, particularly on the northern façade of W1. In contrast, the extent of retail envisaged by Parameter Plan TS005 was extremely generous and was unlikely to be fulfilled by demand.
- 1.15 At the same time, the design team was developing a more detailed understanding of the location and loading constraints of the Thameslink Canal Tunnels which in turn informed the exact location of the foundations of Building W1W and consequently the location of the cores. The position of the cores across both buildings were also reviewed to achieve better internal efficiencies and a layout that would accommodate the required number of units, particularly in Building W2 which is subject to minimum requirements for affordable housing under the Camden S106 Agreement and draft Deed of Variation to the same. The permitted location of the cores shown on Parameter Plans TS004 to TS007 also restricted the number of dual or triple aspect apartments, particularly on W2 where the W2N core was located on the corner of the building.
- 1.16 Officers and the Applicant also explored the townscape impact of W1 in its permitted form and considered that the creation of two distinct blocks rather than a continuous stepped massing of three blocks would be more responsive to recent development on the west side of York Way and to long views of the site, particularly from the north. The separation of the blocks would also benefit the Podium Garden in terms of allowing more light penetration into the space and a sense of openness into the garden, and would achieve a higher number of dual aspect units by increasing the number of corners.
- 1.17 In the context of these discussions, two connected applications for non-material amendments pursuant to S96A of the Town and Country Planning Act 1990 were submitted to LBI and LBC to effect these changes. These applications were approved on 7 and 8 March 2016 by LBC and LBI, respectively, and are collectively referred to in this submission as the 'NMA Approval'.
- 1.18 In addition to changes to the core locations and building rooflines shown on Parameter Plans TS006 and TS007, the NMA Approval grants 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 non-material amendment applications and are reflected in the submitted drawings which now accompany this Reserved Matters submission for approval. These amendments provide for a lower finished site level to the central Podium Garden than that shown on Parameter Plan TS006, to facilitate level access to the space from the Southern Gateway. This in turn results in changes to the configuration of servicing and retail spaces at lower ground/basement levels (reflected in the W1 and W2 Reserved Matters submission) by effectively consolidating the lower and upper ground floors, albeit within the site level parameters set by the respective Parameter Plans for the lower and upper ground floor and garden levels.

- 1.19 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 the public.

Summary of the Proposals

- 1.20 The design of the landscaping and public realm relating to the Triangle Site has been led by Fabrik. Close collaboration with the landscape architects and wider design team has ensured that the landscaping responds to and supports the design and uses proposed for the buildings. Further, the proposed spaces have been designed to complement the broader green network, including both the spaces within the KXC development and those in close proximity, such as Bingfield Park to the east.
- 1.21 A number of loading and structural limitations related to both the below ground Thameslink Canal Tunnels (TCT) and the Gaswork Tunnels which run below the Northern Gateway and to the east of the site, respectively, have also informed key aspects of the landscaping design. The applicant, King's Cross Central General Partner Limited ('KCCGPL'), has engaged with Network Rail on the asset protection requirements since the early stages of the project and the landscape design of the Northern Gateway in particular, has been informed by these discussions. A 'Form A submission' has already been made to Network Rail which reflects the current proposals.
- 1.22 Significant level changes exist along the Randell's Road and York Way boundaries. York Way slopes up approximately 3m 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/footplates across the site.
- 1.23 The scheme is fully described in the separate Urban Design Report but the essence of the proposals is summarised below.
- 1.24 A new Podium Garden sits at the heart of the development between Buildings W1, W2 and W3, with key pedestrian routes, different character areas of soft and hard landscaping (including playspace) and active frontages creating a lively and animated space for both the residents and the wider community. The garden has been designed to address the functions of the site, including arrival, circulation, definition and flexibility of spaces, whilst creating a unifying element which connects the three buildings together.

- 1.25 Positioned in the sunny eastern side of the Podium Garden is a large, open lawn area suitable for informal activity or relaxation. In response to the changing levels, sweeping steps and grassed mounding will create seating areas and 'playable' features (see paragraph 1.32 below). The raised level of the lawn, along with hedge and shrub planting, will ensure the privacy of podium level residential apartments in W1. The western side of the garden will offer a contrasting character, created by grouped Birch trees forming a linear 'bosque', with shade-loving plants at their base.
- 1.26 At the junction of York Way and Randell's Road, the new 'Southern Gateway' acts as the primary pedestrian arrival point to the site, and assists in connecting the established communities in the east with the emerging development to the west. The character of this area will be that of a predominantly hard-landscaped plaza, with street level retail uses and seating 'spill-out' contributing to an active streetscape. Additional pedestrian access to the Podium Garden via York Way will be via a series of steps and a platform lift located between buildings W1 and W2, as envisaged in Parameter Plan TS004. Since there is now also level access at the Southern Gateway in addition to the platform lift, the proposals offer improved accessibility compared to the Outline Planning Permission.
- 1.27 Vehicular access to the site, as well as the adjacent railway lines, comprises a new landscaped road that forms a junction with York Way to the north of Building W1, referred to as the 'Northern Gateway'. As a result of the siting and detailed design of Building W1, in particular the entrance to the basement car park and secondary residential entrance to the west core, the layout of the Northern Gateway and the location of the four visitors' parking spaces shown on Parameter Plan TS003 have been adjusted in the proposed landscape scheme. This includes moving the access road slightly to the north to accommodate the parking spaces, which are now closer to York Way and the retail uses/residential entrance to W1, and enlarging the service yard (within the limits of deviation on TS003) to provide additional space for delivery vehicles to turn. These minor amendments, which were shown indicatively on plans which formed part of the W1 and W2 Reserved Matters submission, are not considered to represent a material change to the access arrangements shown on the Parameter Plan or envisaged in the Revised Development Specification, and are submitted for approval through the submission of drawings pursuant to Condition 17. Further details are provided in response to Condition 17 in Section 10 of this Compliance Report.
- 1.28 In terms of the detailed design of the Northern Gateway, a raised table is proposed at the junction with York Way to slow vehicles entering the site and provide a flush crossing point for pedestrians walking along the eastern side of York Way. The new access road will lead to a secure, gated service yard which provides space for turning and for vehicles to load/unload alongside a loading bay within the footprint of Building W1 (the loading bay formed part of the proposals for Building W1 and is therefore outside the scope of this submission). The Northern Gateway will also feature an area of soft landscaping to the north of the access road, with mounded lawn and tree planting.
- 1.29 A series of streetscape improvements along York Way between the Northern Gateway and Randell's Road to the south further contributes to the improved sense of place and seeks to 'stitch' together the two sides of the road. This includes new paving, the introduction of granite setts around the base of existing trees and the installation of cycle stands.

- 1.30 The hard landscaping incorporates a range of materials used to differentiate the character areas. In the Podium Garden, sandstone paving will be used for the primary routes to the building entrances. Raised planters in the Southern Gateway and at the edges of the lawn will have a mix of stone and timber finishes designed to complement the building materials palette in each area. The Northern Gateway and York Way public realm improvements will use robust, high quality materials which reflect the same language applied across the KXC site, such as sandstone paving, granite kerb edges and granite setts.
- 1.31 The site lends itself to a diversity of planting types, from woodland, shade-loving plants to those which thrive in the sun. The planting palette includes a high proportion of species which will provide year round foliage and colour, and is designed to have a prolonged flowering season. Scented plants are used throughout the scheme to attract insects such as bees and butterflies, and to provide a stimulating environment for people with sensory or visual impairment. Trees, which will feature in the Podium Garden and Northern Gateway, will assist with defining spaces and wayfinding. Species have been selected for their reliability in urban settings and variety in form, leaf and flowers. Where possible, native plants will be used, supplemented by additional drought, shade and wind tolerant species as appropriate. Further details on the planting palette are provided in the UDR and Drawing Package.
- 1.32 The play strategy for the Triangle Site focuses on children under the age of 5 years, but with interest for older children. Due to the wide variety of existing equipped play spaces within the GLA recommended distances from the site, the landscape design provides 'playable' features rather than conventional equipment. Examples of such features include open lawns for informal play; hard paved areas where ride-on toys can be used; sensory planting with a wide variety of textures, colours and smells; changes in level (planter walls and steps) and sculptural elements, allowing children to balance, climb and jump.
- 1.33 The Podium Garden measures approximately 1300m², including areas of hard paving, lawn, planting, walls and steps. The playable areas comprise approximately 338m² of lawn and 260m² of paved central area. The total of 598m² available for play exceeds the 531.9m² required, based on the estimated number of children that will live in the development and the GLA benchmark of 10m² of playspace per child.
- 1.34 As noted above, four car parking spaces will be provided for visitors/deliveries to the Triangle Site buildings, accessed from the new access road which forms part of the Northern Gateway. The spaces are conveniently positioned for the retail units along York Way, and the residential entrances to the two buildings. Indeed, block W1W benefits from a second residential entrance adjacent to the spaces. Two of these will be designated as wheelchair accessible bays, which are level with the pavement, for Blue Badge holders.
- 1.35 Cycle parking ratios for visitors are not prescribed by condition in the Triangle Outline Planning Permission or the related Section 106 Agreements. The proposed provision of 102 cycle parking spaces in the Podium Garden and surrounding public realm exceeds the requirements of both LBI and LBC policies, particularly given the significant residential provision at lower ground/basement level that was included in the W1/W2 RMA submission (see Section 14 of this report and Section 3.4 of the submitted UDR).

Content of the Submission

- 1.36 The appropriate completed LBC and LBI application forms are submitted in observance of Condition 3 of the Triangle Outline Planning Permission. The other conditions addressed by this submission are listed numerically on the application forms and set out with brief summary description below. Please note that the Planning Compliance Report only addresses planning conditions relevant to this submission and therefore some conditions are not included.

Condition	Description
2	Commencement (Timing of First Reserved Matters Submission)
6	Landscaping and Trees (Details of Landscaping)
7	Landscaping and Trees (Programme)
9	Landscaping and Trees (Steps in Landscaping)
11	Earthworks and Remediation Plan
12	Access Statement
13	Servicing Strategy
17	Development to be Carried Out in Accordance With Permission – Parameter Plans and Development Specification
21	Residential Amenity Space
23	Drainage Infrastructure
25	Car Parking Standards
26	Cycle Parking

- 1.37 In the remainder of this Compliance Report, each of the relevant conditions are addressed in turn, by providing an account of how the submission satisfies that condition. In some cases, compliance is demonstrated by cross-reference to the following free-standing documents submitted with the application:
- Drawing Package - compilation of landscape plans, sections, details and planting schedule (a full list of the submitted drawings is provided in the schedule attached as Section 2 to this report);
 - Urban Design Report - including an explanation of the design concept and detailed scheme description;
 - Access and Inclusivity Statement; and
 - Earthworks Remediation Plan and Addendum Report.
- 1.38 In the Triangle Outline Planning Permission, the conditions are presented under a sequence of subject headings and sub-headings. To aid ease of use of this report, the conditions referred to in turn are each accompanied by those corresponding headings.
- 1.39 The proposals for the landscaping of the Triangle site have been developed through a process of pre-submission consultations between the project design team, Planning Officers at LBI and LBC and other relevant stakeholders and local bodies.

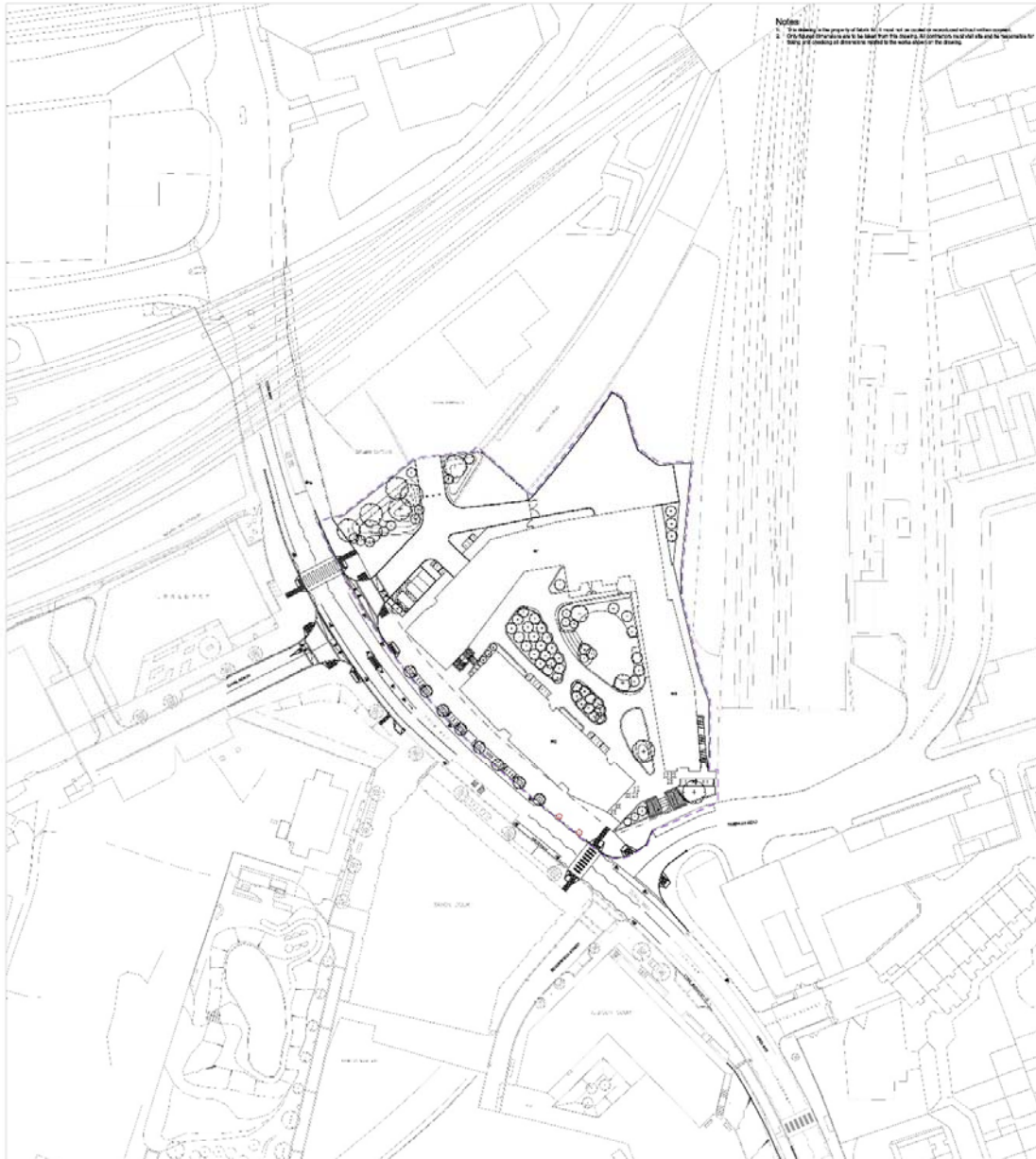


Figure 1: Site Plan showing the Reserved Matters boundary for this submission (purple dashed line) and the relationship of the proposed public realm with the Zone W buildings (not to scale)

Drawing Schedule

Drawing Title	Scale at A3	Drawing No.	Rev No.
For Approval			
Plans and Sections			
Site Plan	1: 1000	KXC-W0-001-FA2283-PL-90-110	002
Hard Landscape General Arrangement Plan	1: 500	KXC-W0-001-FA2283-PL-90-101	002
Proposed Boundaries, Kerbs and Walls Plan	1: 500	KXC-W0-001-FA2283-PL-90-102	002
Site Levels Plan	1: 500	KXC-W0-001-FA2283-PL-90-103	002
Soft Landscape General Arrangement Plan	1: 500	KXC-W0-001-FA2283-PL-91-100	002
Indicative Landscape Site Sections Sheet 1	1: 200	KXC-W0-001-FA2283-PL-90-201	001
Indicative Landscape Site Sections Sheet 2	1: 200	KXC-W0-001-FA2283-PL-90-202	001
Detail Sections Sheet 1	1: 40	KXC-W0-001-FA2283-PL-90-210	001
Detail Sections Sheet 2	1: 40	KXC-W0-001-FA2283-PL-90-211	001
Detail Sections Sheet 3	1: 40	KXC-W0-001-FA2283-PL-90-212	001
Typical Detail York Road Tree Pits and Cycle Stands	1: 40	KXC-W0-001-FA2283-PL-90-220	001
Planting			
Planting Schedule	N/A	N/A	N/A
For Information			
Plans			
Landscape Masterplan	1: 500	KXC-W0-001-FA2283-PL-90-100	003
Materials			
Landscape Materials Palette	N/A	KXC-W0-001-FA2283-PL-90-903	001
Planting			
Planting Palette	N/A	N/A	N/A

Condition 2 (Commencement – First Reserved Matters Application)

- 3.1 The condition and its reason state:

“The permission shall lapse unless the first Reserved Matters Application is made within eight years of the date of this permission.”

Response to Condition 2

- 3.2 As noted in Section 1, an application for approval of Reserved Matters in respect of Buildings W1 and W2 was submitted to LBI and LBC in March 2016 with references P2016/1030/RMS and 2016/1530/P, respectively. That application was made within 8 years of the date of the Triangle Outline Permission (22 July 2008), and therefore satisfies the requirements of Condition 2.

Condition 6 (Landscaping and Trees – Details to be Submitted)

4.1 The condition and its reason state:

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

- a) The design of building foundations and the layout, with the dimensions and levels, of service trenches and other excavations on site in so far as these items will affect any trees adjoining that part of the site;*
- b) New tree and other planting, earthworks, ground finishes, top soiling, levels, drainage, including falls and drain types;*
- c) The treatment of land within the Habitat Area shown on plan TS004 Rev K;*
- d) The central amenity space with planting as shown on TS006.*

And all works shall only be carried out in accordance with the details so approved.”

Response to Condition 6

4.2 Only parts (a), (b) and (d) of this condition are relevant to this submission in so far as it sets out the landscaping proposals for the Podium Garden (central amenity space) and provides details of new tree and other planting within that space and as part of the Northern Gateway and public realm along the east side of York Way.

4.3 The information required by Condition 6 is provided in the appropriate parts of the Urban Design Report and shown on the relevant plans and sections within the submitted drawing package. In terms of hard and soft landscaping, the proposals are demonstrated on the relevant drawings as follows:

- The composite arrangement of the Podium Garden, the Northern Gateway and the eastern side of York Way is shown on the landscape masterplan (drawing KXC-W0-001-FA2283-PL-90-100) and the hard landscape general arrangement plan (drawing KXC-W0-001-FA2283-PL-90-101). These drawings show the surface finishes for hard landscaping and the positions of the new tree/shrub planting, lawn areas and street furniture;
- Drawing KXC-W0-001-FA2283-PL-91-100 shows the proposed tree planting for the site;
- Site levels are indicated on drawing KXC-W0-001-FA2283-PL-90-103;
- Cross-sections and details showing materials, planting methods, paving interfaces, street furniture, tree pits, seating and cycle parking are provided in drawings KXC-W0-001-FA2283-PL-90-102, KXC-W0-001-FA2283-PL-90-201, KXC-W0-001-FA2283-PL-90-202, KXC-W0-001-FA2283-PL-90-210, KXC-W0-001-FA2283-PL-90-211, KXC-W0-001-FA2283-PL-90-212, and KXC-W0-001-FA2283-PL-90-220.

4.4 A planting schedule and palette listing the proposed species across the site is included within the submitted Drawing Package. Further details are also provided as part of the Scheme Description (Section 3) of the submitted Urban Design Report.

- 4.5 Specifically in relation to part (a), drawing KXC-W0-001-FA2283-PL-91-100 shows that there are 13 existing London Plane trees along the eastern footpath of York Way, planted approximately 5 years ago. A fourteenth tree planted at the same time was removed to allow the construction of the existing pedestrian crossing at the northern end of the Construction Training Centre by LBC. Of the 13 remaining trees, 8 of will be retained and enhanced with granite sett bases as part of the proposed improvement works to York Way. The 3 northernmost trees will be removed to allow the new junction at the Northern Gateway to be constructed, while 2 trees adjacent to the junction with Randell's Road will be removed in order to ensure adequate visibility for pedestrians using the new pedestrian crossing which will be installed in this location. Although this represents a loss of 5 trees along York Way, the proposals for the Northern Gateway will see the planting of 18 trees, alongside additional tree planting in the Podium Garden, as shown on drawing KXC-W0-001-FA2283-PL-91-100. Drawing KXC-W0-001-FA2283-PL-90-220 shows the relationship of the tree pits and proposed granite sett bases, with adjacent cycle stands. Foul water and drainage layouts provided for information at the end of Section 12 of this report show the position of drains and connections in relation to the trees.
- 4.6 As explained in Section 1, this submission does not include details of the treatment of land within the Habitat Area required by part (c). Such details will be brought forward as part of a separate Reserved Matters submission in due course.
- 4.7 The landscaping details described above and in the Urban Design Report and shown on the submitted plans and drawings are provided to demonstrate compliance with condition 6 and are submitted for approval.

Condition 7 (Landscaping and Trees - Programme)

5.1 The condition and its reason state:

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

Response to Condition 7

- 5.2 The programme for commencing and completing the planting will be as outlined below. The preferred planting season is from late October through to late March to ensure that trees are dormant when being lifted. Planting will not take place if the ground is either waterlogged, or when there is frost on the ground. The proposed planting will take place in the first available planting season following physical completion of the public realm area.
- 5.3 If tree planting needs to take place outside of the preferred planting season, the tree will be lifted and containerised within the planting season to reduce the possibility of shock and failure occurring. Once the tree has been stabilised in its containerised state, it can then be planted outside the preferred planting season. The contractor appointed by the applicant will be required to maintain the tree while off-site and give the same guarantee as if planting in season.
- 5.4 If roots of newly planted trees or shrubs are loosened, the soil will be refirmed as soon as possible after planting to exclude air pockets around the roots. Also, weeds will be eliminated and all ties, stakes and guards checked and adjusted accordingly.
- 5.5 These details are to show compliance with Condition 7 and are submitted for approval.

Condition 9 (Landscaping and Trees – Steps)

- 6.1 The condition and its reason state:

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

Response to Condition 9

- 6.2 Changes of level along the primary pedestrian route through the Podium Garden provide opportunities for raised planters, seating edges and integrated venting to the basement, whilst also providing level access at building entrances. The gradient of the circulation route is approximately 1:40.
- 6.3 At the Southern Gateway, the pavement along Randell's Road rises from +27.80m AOD at the junction with York Way to +29.23m AOD at the eastern edge of the submission boundary. In response to this level change going east along Randell's Road and the lower level of the Podium Garden, two sets of steps (separated by larger seating steps) are proposed from Randell's Road down to the garden. Alternative level access is also provided to the garden alongside the south façade of Building W2 from York Way. Details of these steps and the level difference between Randell's Road and the Podium Garden are shown in detail on Section 4 on submitted drawing KXC-W0-001-FA2283-PL-90-211.
- 6.4 As envisaged in Parameter Plan TS006, there will also be access to the Podium Garden from York Way via a series of steps and a platform lift (with dimensions of approximately 1100mm x 1400mm) located further north between Buildings W1 and W2. Since there is now also level access at the Southern Gateway, it is considered that the proposals offer improved accessibility compared to the Parameter Plans and Revised Development Specification, which only envisaged a single access point to the Podium Garden by way of a lift between W1 and W2.
- 6.5 The levels of the Northern Gateway are generally flat, with no requirement for steps or ramps to the pedestrian areas. Similarly, the gradient along York Way (which varies between 1:21 and 1:17) does not necessitate any landings or steps within the public realm, apart from those described above to access the Podium Garden.
- 6.6 The Access and Inclusivity Statement submitted separately in response to Condition 12 (see Section 8), explains how the landscape proposals respond to the access needs of all members of the public.

Condition 11 (Earthworks and Remediation Plan)

7.1 The condition and its reason state:

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

Response to Condition 11

- 7.2 The information to satisfy Condition 11 is included in a separate Earthworks and Remediation Plan (ERP) and Addendum Report, which follows this section.
- 7.3 The ERP was previously submitted as part of the application for Reserved Matters approval for Buildings W1 and W2, and the lower ground/basement area. However, the report considers the earthworks and remediation requirements for Development Zone W in the round, to provide context for a number of individual submissions and demonstrate a consistent joined up approach across the Triangle Site. The Addendum Report confirms that the current proposals do not give rise to any material changes to the assumptions made in the ERP on landscaping and that the remediation strategy remains correct.
- 7.4 The ERP provides information on the existing ground conditions and prevailing geo-environmental setting on Development Zone W in the context of emerging proposals for three buildings, a lower ground floor/basement service area and car park, a podium landscaped garden and the Northern Gateway. In addition the document highlights the potential contamination risks present at the site and provides a strategy for addressing the identified risks as part of the earthworks and construction phases of the development.
- 7.5 The majority of the earthworks associated with the development of Zone W will arise from the construction of the lower ground floor/basement and pile excavations for the buildings above. The proposed lower ground/basement area extends across much of the site, encompassing the footprints of Buildings W1 and W2 and the majority of W3, as well as the area below the Podium Garden.
- 7.6 Based on the current landscape proposals and the previously submitted proposals for Buildings W1 and W2, it is anticipated that there will be approximately 15,220m³ of cut and approximately 7,055m³ of fill, resulting in a total figure of 22,275m³ of exported and imported materials. This represents a reduction of 60m³ of exported material and 160m³ of imported material compared to the previously submitted ERP. This equates to an estimated 2,621 lorry movements carrying all excavated and imported material from and to the Triangle Site, based on 8.5m³ of unbulked (as dug) material per lorry movement.
- 7.7 In terms of site conditions and remediation, the ERP concludes that clean capping would be required in areas of soft landscaping due to the data revealing some presence of asbestos containing materials within the site soils. This is limited to the Northern Gateway and Habitat Area (the latter falls outside the scope of the current submission).

- 7.8 The ERP and related Addendum Report are provided to meet the requirements of Condition11 and are submitted for approval.

ADDENDUM REPORT

Job	King's Cross The Triangle Site (Zone W)
Client	King's Cross Central General Partner Ltd
Description	Earthworks and Remediation Plan – Addendum Report
Reference	KXC-W0-001-033832-R-11-902-01A
Date	14/09/2016
Made by	Jørn Pace
Reviewed by	Tom Smith
Approved by	Simon Corness
Copy to	Wai-Kay Chan

1. Introduction

1.1 Brief

At the request of King's Cross Central General Partner Ltd. ('KCCGP'), Ramboll Environ (Ramboll) have been instructed to provide an Earthworks and Remediation Plan (ERP) – Addendum Report to support the Reserved Matters submission for the landscaping at the Triangle Site, King's Cross, also known as 'Development Zone W'.

The ERP (ref. KXC-W0-001-033832-R-11-903-04) produced by Ramboll in January 2016 was prepared to provide information on the ground conditions and geoenvironmental setting, to highlight the potential contamination risks that could arise as part of the development and to outline the earthworks and remediation requirements for the Triangle Site. The ERP (Ramboll, 2016) was initially submitted to the London Borough of Islington ('LBI') and the London Borough of Camden ('LBC') for a Reserved Matters submission for Buildings W1 and W2 (ref P2016/1030/RMS and 2016/1530/P respectively). Approval was granted by LBC on 6 June 2016, however, a decision on the same application to LBI is still pending. However, the ERP (Ramboll, 2016) also contained information on the emerging proposals for Building W3 and the landscaping available at that time. This Addendum Report has been produced to provide a refined earthworks strategy based on updates to the landscape proposals which are now submitted to both councils for Reserved Matters Approval. The updates do not constitute significant deviations from the proposals on which the original ground contamination assessment and remediation strategies were based on and therefore these sections of the ERP (Ramboll, 2016) remain valid across the site. Information used for Building W3 within the earthworks assessment of the ERP (Ramboll, 2016) remains the latest available and therefore this Addendum Report focuses on the landscaping proposals prepared by Fabrik which are contained in Appendix 1.

The King's Cross Triangle site (Zone W) was granted outline planning permission following appeal in 2008 (ref. App/V5570/A/07/2051902 and App/X5210/A/07/20518). Land contamination matters are dealt with by Condition 11 of that permission which states that *"relevant applications for approval of the reserved matters shall be accompanied by an Earthworks and Remediation Plan to deliver appropriate site levels and ground conditions for that part of the development"*. Following the initial submission of the ERP (Ramboll, 2016) for the Reserved Matters submission for Buildings W1 and W2, this Addendum Report is

submitted for approval pursuant to condition 11 in support of the Reserved Matters submission for landscaping and public realm at the Triangle Site, specifically the Podium Garden, Northern and Southern Gateways and improvements to a section of the eastern footpath of York Way.

1.2 Pertinent Reports

This Addendum Report should be read in the context of the following overarching documents which were submitted in support of the original King's Cross Central ('KXC') and Triangle site outline planning applications.

- King's Cross Central Environmental Statement (ES) Volume 4: Part 16 Soils and Contamination Specialist Report, Arup, May 2004;
- King's Cross Central ES Volume 5: Supplement, Arup, September 2005; and,
- King's Cross Revised Code of Construction Practice (CoCP), RPS, September 2005.

In 2014, Ramboll completed a combined Geoenvironmental and Geotechnical Desk Study (DBA) for the Triangle Site. Following the recommendation for site-specific exploratory works, an intrusive Phase II site investigation of the Triangle Site was undertaken by BAM Ritchies between April and May 2015, under the technical supervision of Ramboll.

The reports contained within Table 1.1 were used in preparation of the original ERP (Ramboll, 2016) which forms the basis of this Addendum report.

Table 1.1: List of Salient Reports

Report Title	Author	Date
Factual Report on Ground Investigation, Project Area 100	Soil Mechanics	October 1997
Contract 2 for Phase 4 Ground Investigations in Project Area 100	Soil Mechanics	October 1997
Phase 2 Contaminated Land Risk Assessment Report, King's Cross Training Centre	TPS	April 2008
Factual Report on Ground Investigation, King's Cross Training Centre	Soil Mechanics	May 2008
King's Cross Central W Plot Geoenvironmental and Geotechnical Desk Study	Ramboll UK	September 2014
King's Cross Plot W Factual Geotechnical Report on Ground Investigation	BAM Ritchies	September 2015
King's Cross Zone W Ground Contamination Interpretative Report	Ramboll Environ	September 2015
King's Cross the Triangle Site (Zone W) Earthworks and Remediation Plan	Ramboll Environ	January 2016

1.3 Proposed Development

The Triangle Outline Planning Permission permits three new buildings (W1, W2 and W3) varying from 3 to 17 storeys which will provide residential, commercial and leisure uses. A single level of lower ground, part basement underlying the proposed buildings and extending below the 'Podium Garden' will provide space for plant, storage and 50 car parking spaces. As noted above, Reserved Matters details for residential buildings W1 and W2 and the shared basement/lower ground service area have already been submitted (and in the case of LBC, approved) under a separate submission.

The current Reserved Matters Submission provides landscape details for the central Podium Garden, the Northern/Southern Gateways, and improvements to the footpath on the eastern side of York Way. The Podium Garden comprises a number of individual lawns and planting areas while further soft landscaping is found in the 'Northern Gateway'. The Northern Gateway is located to the north of Building W1 and forms the main vehicular access to the site. It is made up of mounded areas of lawn and tree planting alongside a new road and service area. The updated landscape proposals specific to this Reserved Matters submission are contained within Appendix 1.

An 'Ecology Garden' is present on the northern section of the site however this does not form part of the current Reserved Matters submission. Similarly, Building W3 is beyond the scope of this submission. Separate Reserved Matters submissions for these outstanding details will be submitted in due course.

2. Site Characterisation and Ground Conditions

2.1 Site Setting

The 'Triangle site' lies on the border of two boroughs, with the northern section of the site located in the London Borough of Islington ('LBI') and the southern section in the London Borough of Camden ('LBC'). The site is roughly triangular in shape and is bound by York Way to the south west, the new Thames Link Line to the north and the East Coast Main Line Railway Line to the east.

The majority of the site recently served as a compound for Carillion while the works on the Thames Link were being undertaken. Carillion have since vacated the site, however sections of the plot are still used for the storage of materials from the wider KXC site. The southern section of the site is occupied by the King's Cross Construction Skills Centre, which is due to be demolished in Q1 of 2018 and relocated elsewhere on the KXC site.

2.2 Site History

From 1869 to 1925, several railway lines and sidings associated with King's Cross Station dissected the site and occupied the majority of the local area. Brecknock Road crossed the south west portion of the site positioned on a viaduct. The Great Northern Cemetery Station was located 50m to the east. From 1926 to 1975, the site remained relatively unchanged. Historical maps highlight the impacts from Luftwaffe raiding with several buildings in the area being demarcated as 'ruins'. From 1976 to 2002 the number of railway sidings present on site reduced. An electricity sub-station is located off-site on the western boundary. Prior to 2010 the alignment of York Way was shifted to its present position beyond the south-western border of the site. By 2010 the Channel Tunnel Rail Link is shown running from west to north east of the site.

2.3 Geology

The geology has been identified to be comprised by between 1.4 to 3.0m of Made Ground which overlies 27.9 to 34.8m of London Clay. Underlying the London Clay is the Lambeth Group which was proven to a depth of 40.0mbgl.

2.4 Hydrology and Hydrogeology

The Grand Union Canal lies approximately 500m south of the site.

The Made Ground is unclassified whilst the London Clay is classified as Unproductive Strata. At depth, the granular Lambeth Group is classified as a Secondary A Aquifer whilst the Thanet Sands and Upper Chalk form the Principal Aquifer.

2.5 Contamination Findings

As part of the ground investigation limited evidence of soil contamination was encountered in relation to a public open space (close to housing where tracking back of soils is possible) end use. The majority of the determinands analysed were shown to be below the adopted assessment criteria. However, asbestos containing materials in the form of chrysotile loose fibres and bitumen were identified to a maximum concentration of 0.022%w/w.

Soil leachate analysis identified leachable lead in excess of its adopted water quality standard. In addition, concentrations of selenium and sulphate were elevated within the single perched water sample. However, due to the lack of sensitive receptors in the vicinity of the site these are not considered significant.

2.6 Ground Gas

The site has been classified as being of Characteristic Situation of 1 (very low risk). Consequently gas protection measures are not deemed necessary as part of the development.

2.7 Preliminary Waste Classification

The preliminary waste assessment undertaken as part of this study indicates that Made Ground is likely to be suitable for disposal as a combination of inert, stable non-reactive hazardous waste in a non-hazardous landfill and hazardous waste. The London Clay is likely to be suitable as stable non-reactive hazardous waste in a non-hazardous landfill. This should be confirmed by any receiving facility prior to disposal, under Duty of Care, following discussions with the producer of the waste.

Due to the detection of ACM contractor vigilance and specialist advice is advised to determine the appropriate waste stream for materials requiring disposal.

3. Earthworks Strategy

3.1 Estimated Volumes

A detailed earthworks strategy for the Triangle Site is contained within the ERP (Ramboll, 2016). This section outlines the refined estimated volumes of exported and imported spoil associated with development groundworks in light of the recent updated landscape proposals contained within the Fabrik Landscape Masterplan. The earthworks specific to the Reserved Matters submission for the landscape proposals comprises the excavation of soils within the Northern Gateway to allow for levels to be built up to 24.0m above ordnance datum (AOD). Further build-up of soft landscaped areas with clean imported materials will take place for the mounding in the Northern Gateway and to form the incremental lawns and planting areas within the Podium Garden. The Ecology Area does not fall under this

Reserved Matters submission and therefore the assumptions made in the original ERP (Ramboll, 2016) remain applicable. Estimated volumes of export and import are contained below. Note that volumes highlighted in bold below are those which have been revised following the updated landscape proposals.

Table 3.1: Estimated Volume of Export

Excavation Type	Approximate Made Ground Volume (m ³)	Approximate London Clay Volume (m ³)
Basement and Lift Shaft Excavation to Formation	2,250	25
Slab (including heave matt)	1,225	25
Piles	85	3,900
Pile Caps	650	750
Ground Beams	200	200
Retaining Wall	50	-
Pile Matt	4,350	-
Infrastructure	65	-
Access Roads	-	-
Site re-profiling (inc. soft landscaping and surface water feature excavations)	1,365	80
Sub-Totals	10,240	4,980
Total Excavation= 15,220m³		

Excavation Assumptions:

- For a detailed breakdown of the excavation assumptions for Buildings W1 to W3 and the Ecology Area, reference should be made to the ERP (Ramboll, 2016).
- The contents of Table 3.1 shown in bold contain information which has been refined since the submission of the ERP (Ramboll, 2016).
- These changes comprise an updated Northern Gateway combined soft landscaped area of 455m² with the requirement of 0.6m of clean cover. Current ground levels are 23.68m AOD with the minimum proposed formation level of 24.0m AOD.
- As shown within the Fabrik Landscape Masterplan, the Northern Gateway is to contain a mounding area with separate levels at 24.2mAOD, 24.55m AOD, 24.9m AOD and 25.25m AOD.
- Volumes quoted are only estimates based on the existing information.
- Volumes quoted exclude bulking which depending on material type could be between x1.05 and x1.8.

Table 3.2: Estimated Volume of Export

Importation Type	Imported Volume (m ³)	Imported Material
Infrastructure	65	Engineered fill
Access Roads	600	Aggregate (6F2)
Pile Matt	4,700	Aggregate (6F2)

Importation Type	Imported Volume (m ³)	Imported Material
Geotextile membrane	150	Geotextile membrane
Topsoil / Subsoil	1,540	Topsoil / Subsoil
Sub-Totals	7,055	-
Total Importation = 7,055m³		

Importation Assumptions:

- For a detailed breakdown of the importation assumptions for Buildings W1 to W3 and the Ecology Area, reference should be made to the ERP (Ramboll, 2016).
- The contents of Table 3.2 shown in bold contain information which has been refined since the submission of the ERP (Ramboll, 2016).
- Soft landscaped areas and levels obtained from the Fabrik Landscape Masterplan (August 2016). Includes a requirement for 0.6m of clean imported fill within the Northern Gateway. Build-up within the Podium Garden is due to be a thickness of 0.5m.
- The combined soft landscaped Podium Garden area comes to 833m².

As part of the construction works for the Triangle Site, it is anticipated that there will be approximately **15,220m³** of cut and approximately **7,055m³** of fill, resulting in a total figure of **22,275m³** of exported and imported materials.

3.2 Estimated Lorry Movements

The total number of lorry movements carrying excavated soils and imported fill/aggregate has been estimated based on 8.5m³ of unbulked (as dug) material per lorry movement (King's Cross Central Environmental Statement, Appendix 16A, Arup May 2004). The estimated number of lorry movements carrying excavated material from site is **1791**, whilst the number of lorries carrying imported materials to site has been estimated to be **830**.

This results in an estimated total number of lorry movements of **2621** which is based on a worst case scenario whereby there is no re-use of materials on-site.

3.3 Suitability of Materials and Material Handling

No changes are necessary to strategies outlined in the ERP (Ramboll, 2016) regarding the suitability of materials and material handling.

4. Remediation Strategy

It is considered that remedial measures are required as part of the proposed development to provide clean capping within areas of soft landscaping due to the presence of asbestos containing materials within the site soils. These inclusions also render the site Made Ground soils unsuitable for re-use in soft landscaping in the wider KXC development, although they could be re-used on site or on part of the wider KXC development providing they are placed under hardstanding. A detailed description of the clean capping requirements is discussed in the ERP (Ramboll, 2016).

In addition to clean capping, a number of best practice measures are recommended to be incorporated as part of the construction phase which should include:

- The preparation of an asbestos management protocol for the site.

- The foundation solution should be designed to avoid impact to the underlying Aquifers and be subject to a Foundation Works Risk Assessment in accordance with Environment Agency Document NC/99/73.
- An unforeseen contamination protocol should be established and an environmental watching brief undertaken by Ramboll throughout groundworks to provide guidance in the event that unexpected or gross contamination is encountered.

Following development works a verification report should be prepared documenting the successful completion of work in accordance with the requirements of this Earthworks and Remediation Plan.

5. Conclusion

This report has been prepared to provide a refined earthworks strategy in line with recent updates to the landscape proposals at the Triangle Site. No significant changes have occurred since the submission of the ERP (Ramboll, 2016) and therefore many of the conclusions remain valid, in particular the ground contamination assessment and remediation strategy. The changes discussed within Section 3 have resulted in a reduction of **60m³** of exported material and **160m³** of imported material.

Appendix 1 – Landscape Proposals



Notes
1. This drawing is the property of fabrik ltd. It must not be copied or reproduced without written consent.
2. Only figured dimensions are to be taken from this drawing. All contractors must visit site and be responsible for taking and checking all dimensions related to the works shown on the drawing.

LEGEND
Reserved Matters Submission Boundary
Adopted Highways Boundary

Paving
Paving Type 1 - Yorkstone Flags To Kings Cross Standard Size: 600mm x 600-900mm
Paving Type 1a - Reclaimed Granite Setts To Kings Cross Standard Size: 100mm x 100mm
Paving Type 2 - Sandstone Paving Size: Alternating width bands with random length pavers for optimised efficiency of cutting.
Paving Type 3 - Sandstone Flag to private terraces To match PT2 Size: 450mm x 600mm
Paving Type 4 - Granite Sett Paving To Kings Cross Standard Size: 100mm x 200-300mm
Paving Type 5 - Asphalt Vehicular tarmacadam to Engineers Specification.
Paving Type 6 - Blister Flag To Kings Cross Standard Size: 400mm x 400mm
Paving Type 7 - Corduroy Flag Size: 400mm x 400mm Laid to satisfy Part M
Paving Type 8 - Concrete Flags Size: 600mm x random slab lengths
Paving Type 9 - Loose Gravel Light colour to match PT2 Size: 10-15mm

Steps
Step Type 1 - Sandstone Steps with contrasting nosing to Randells Road Size: 400mm X 150mm x 900mm to match PT2
Step Type 2 - Sandstone Seating Steps Oversized Stairs to Randells Road Size: 800mm x 300mm x 900mm to match PT2
Step Type 3 - Oversized Sandstone Stair with contrasting nosing Size: 1000mm x 150mm x 900mm to match PT2
Step Type 4 - Sandstone Steps with contrasting nosing to York Way Size: 300mm x 167mm x 900mm to match PT2
Step Type 5 - Steel Steps To architects detail
2.1m high Automatic Steel Security Gate with secure pedestrian gate

Furniture
Furniture Type 1 - Handrail Size: 1100mm high double handrail to Part M regulation. Stainless Steel
Furniture Type 2 - Integrated Timber Bench Organic shapes as shown. Timber Seat and Vent covers on steel frame.
Furniture Type 3 - Timber Bench Size: 2000mm x 500mm x 450mm Hardwood and Stainless Steel Frame
Furniture Type 4 - Sheffield Cycle Stands (52 no.) Size: 1000mm wide x 1100mm high Stainless Steel
Furniture Type 5 - Play Element 1 - Oversized Pebble Concrete
Furniture Type 6 - Play Element 2 - Pencils Timber
Furniture Type 7 - Play Element 3 - Stepping Logs Timber
Furniture Type 8 - Drop Down Bollards To Kings Cross Standard Stainless Steel
Furniture Type 9 - Tree grille to existing trees Size: 1200mm x 1200mm Galvanised Steel Frame with Resin Bound Gravel Infill
Furniture Type 10 - Timber Bench with backrest Size: 2000mm x 500mm x 450mm Hardwood and Stainless Steel Frame *Parkbank Neue Wissen by L. Michow & Sohn or similar approved*

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No. Date Reason
Revisions
External References:
• KXC-W0-001-DMA569-PL-20-100-00 FAB Edit
• yw-perm-hsm2d fab edit

EJ DN
Checked Drawn

Project
King's Cross Central Development Zone W (Triangle Site) for King's Cross Central General Partner Ltd.

Drawing
Hard Landscape General Arrangement Plan

Scale Date Drawn Checked
1:250 @ A1 Aug '16 DN EJ

Drawing No. Revision
KXC-W0-001-FA2283-PL-90-101 001

☐ Preliminary
☒ Issued for Planning Approval
☐ Issued for Construction
☐ Issued for Design/Information
☐ Issued for Tender
☐ As Built

Drawing sheet size - A1 Copyright Reserved ©

Condition 12 (Access Statement)

8.1 The condition and its reason state:

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

- a) Address the relevant design principles set out in the Access and Inclusivity Strategy dated September 2005 and update the Access Audit included at Annex C of that strategy;*
- b) Highlight any areas where technical or other constraints have prevented or constrained the application of these design principles;*
- c) Include a project programme for that building or phase, to identify the key stages which important decisions affecting inclusivity and accessibility will be made”*

Response to Condition 12

- 8.2 A separate Access and Inclusivity Statement forms part of this submission. The statement demonstrates compliance with the criteria contained in the condition, including how the principles set out in the site-wide Access and Inclusivity Strategy (2005) have been applied in the design of the building. It also updates the Access Audit included in Annex C of that strategy.
- 8.3 In accordance with Section H of the Joint Section 106 Agreement, the evolution of the current proposals and the preparation of the Access and Inclusivity Statement have been guided by the applicant’s designated Inclusive Design Champion, James Holmes-Siedle at All Clear Designs Ltd.
- 8.4 The Access Statement is submitted to meet the requirements of Condition 12.

Condition 13 (Servicing)

9.1 The condition and its reason state:

“Servicing shall take place in accordance with plans TS003, TS004 and TS005 unless otherwise agreed in writing with the Local Planning Authority.”

Response to Condition 13

- 9.2 Servicing for the Triangle buildings will be via the Northern Gateway, which forms part of this submission. The servicing strategy for Buildings W1 and W2 was described in the UDR which supported the Reserved Matters submission for those buildings. This relied in part on the construction of the proposed Northern Gateway, details of which were outside the scope of that earlier submission, to provide vehicular access to the loading bay in Building W1 and to the service areas and circulation routes at lower ground floor/basement level. However, the principle of servicing from this area had already been set by the Outline Planning Permission, specifically Parameter Plans TS003 and TS004 which show site access including a new junction arrangement, access to the car park and hardstanding for turning of service vehicles.
- 9.3 In accordance with the principles set out in the Revised Development Specification and the relevant Parameter Plans, this submission brings forward landscape details of the Northern Gateway, including the position of the access road and service yard area, to facilitate servicing of and deliveries to the buildings on the Triangle Site (See response to Condition 17 in Section 10).
- 9.4 It is expected that all deliveries (residential and commercial) will be undertaken via the Northern Gateway and the secure service yard area. The latter will be gated in order to safely coordinate vehicle movements/parking in this area, with access controlled by a 24 hour manned security within Building W1.
- 9.5 Access to Building W2 for large item delivery and removals will take place via the proposed service yard and the shared lower ground floor/basement, thus avoiding vans and lorries parking outside the building on York Way.
- 9.6 The retail uses in Buildings W1 and W2 are estimated to generate 26 deliveries and servicing trips a day. These will similarly be serviced by vehicles parking in the service yard and loading bay, and goods being wheeled to the relevant retail unit/store via the shared circulation route at lower ground/basement level of Buildings W1/W2.
- 9.7 The details above and within the submitted Drawing Package demonstrate compliance with the servicing arrangements shown on Parameter Plans TS003, TS004 and TS005, and thus meet the requirements of Condition 13.

Condition 17 (Development to be Carried Out in Accordance With Permission – Parameter Plans and Development Specification)

10.1 The condition and its reason state:

“The development shall be carried out in accordance with the Development Parameters shown on the Revised Parameter Plans (as revised by subsequent reserved matters approvals) and as described in the specified paragraphs of the Revised Development Specification dated August 2005 comprising:

- a) The access arrangements shown on drawings TS003 revision K together with paragraph 4.10;*
- b) The lower ground level arrangements shown on drawing TS004 revision K together with paragraphs 4.11-4.15;*
- c) The upper ground level arrangements shown on drawings TS005 revision K together with paragraphs 4.16-4.18;*
- d) The garden level arrangements shown on drawing TS006 revision L including the maximum building heights shown together with paragraphs 4.19-4.22;*
- e) The upper level arrangements shown on drawing TS007 revision L including the maximum building heights shown together with paragraphs 4.23-4.25;*
- f) The section shown on drawings TS008 revision E and TS009 revision E to the extent that they show indicative proposals only for the works and land uses, together with paragraphs 4.26 and 4.27.*

Response to Condition 17

10.2 The following paragraphs test compliance with the Revised Parameter Plans (including substitute plans TS006 and TS007 which were amended by the recent NMA Approval) and specified paragraphs of the Triangle Site Revised Development Specification in so far as they relate to landscaping.

(a) Access Arrangements (Parameter Plan TS003 Rev K)

10.3 Parameter Plan TS003 shows a new vehicular access off York Way to serve both the Triangle Site and the CTRL London West Portal Muster Area, located to the north of W1. This is referred to in the submission documents as the ‘Northern Gateway’.

10.4 Although the Revised Development Specification makes reference to vehicular access to the site being applied for in full (paragraph 1.10), the Parameter Plans do envisage some flexibility on layout by applying limits of deviation to the access road and service yard. Further, no details were submitted at the outline stage for hard and soft landscaping in this area.

10.5 Paragraph 3.16 of the Revised Development Specification confirms that the access road would lead into the lower ground parking level and a covered service access/loading bay at the rear of the site. Details of these areas were brought forward for Reserved Matters approval alongside Buildings W1 and W2, with access from the Northern Gateway in accordance with TS003. However, as noted in Section 1, the proposals for Building W1 and the desire to bring the four visitor parking

spaces closer to York Way rather than within the service yard, have necessitated changes to the position of the access road, which has moved slightly northwards compared to the layout indicated on TS003. Although this sits outside the limits of deviation for the access road shown on TS003, the principle of access from this location and the broad positioning of routes into the basement/lower ground floor car park and service area, and to the CTRL facility (which is already built), meets the intent of that plan and the Revised Development Specification set out above. Indeed, we consider that the proposed arrangement represents an improvement on that plan in terms of creating a better relationship between the visitor parking (including accessible spaces) and the end uses such as retail and residential, and enables more effective management of the service yard and loading bay. Consequently, the proposals are considered to be consistent with the underlying reasoning behind Condition 17 and would not lead to any effects that were not assessed in the Environmental Impact Assessment which supported the outline planning application in 2005. The Applicant therefore requests that the Local Planning Authorities enable these limited and beneficial variations through the approval of the submitted drawings which form the Drawing Package, pursuant to the revised wording of Condition 17.

(b)/(c) Lower Ground Level Arrangements (Parameter Plan TS004 Rev K) and Upper Ground Level Arrangements (Parameter Plan TS005 Rev K)

- 10.6 Parameter Plans TS004 and TS005 envisaged two 'ground floor' levels which addressed the increasing site level along York Way and sought to accommodate both retail and ancillary/service uses below a private Podium Garden for residents of the Triangle apartments at 'garden level' (Parameter Plan TS006). During early discussions with officers, it was agreed that the scheme would benefit from the garden being open to the public and level with the Southern Gateway at Randell's Road. At the same time, it became apparent to the design team that the areas designated for cycle parking, refuse and plant within the lower ground level were insufficient to meet the desired levels of provision and were located in areas which were either mismatched with the position of cores or created significant blank facades of ancillary uses, particularly on the northern façade of W1. In contrast, the extent of retail envisaged by Parameter Plan TS005 was extremely generous and was unlikely to be fulfilled by demand. As a result, the recently approved application for non-material amendments shows proposals for the site level of the Podium Garden to be lowered to between +27 and +27.5m, creating level access onto York Way and sets out the consequential amendments to the reorganisation of uses at lower ground floor level. The latter were addressed as part of the Reserved Matters submission for Buildings W1 and W2 and are therefore not considered further here.
- 10.7 The proposed levels for the Podium Garden are below the maximum height of +33.2m AOD for the amenity space set out on Parameter Plan TS006 and within the +/-2.5m limit of deviation for the proposed finished level of the retail space indicated on TS005. As demonstrated in the submission for Buildings W1 and W2, it does not have an appreciable impact on the appearance of the ground floor levels from the public realm or height of the buildings overall. Retail is retained along and accessed from the York Way frontage as envisaged by TS004 and TS005 and paragraphs 4.11 and 4.16 of the Revised Development Specification, maintaining a positive pedestrian experience along the street.
- 10.8 Parameter Plan TS004 shows an area identified as a 'Garden Lobby/Lift' adjacent to a retail unit at the western end of Building W1. Paragraph 4.11 of the Revised

Development Specification explains that this lift would provide access “for residents and other key holders to the amenity space above”. Paragraph 4.14 of the same document similarly refers to pedestrian access to the amenity space from Lower Ground floor level via the ‘garden lobby/lift’ shown on TS006. The restriction on access to the Podium Garden has subsequently been removed by amendments to Condition 21 under the NMA Approval. Drawing KXC-W0-001-FA2283-PL-90-101 shows the proposed lift access to the Podium Garden (with steps alongside) within the area identified between Buildings W1 and W2, as envisaged by TS004 and the Revised Development Specification.

- 10.9 As noted in relation to part (a) of the condition above, vehicular access is provided to the site off York Way, in accordance with paragraphs 4.13 and 4.18 of the Revised Development Specification. This will serve the CTRL facility and the car parking below Buildings W1 and W2, as well as the service area to the rear of the site and visitor parking proposed at the western end of Building W1.
- 10.10 Paragraph 4.17 refers to a new area of public realm at the southern end of the site, which would provide an entrance into the development as a whole with steps ‘up to the amenity space above’. We refer to this area in the submission as the ‘Southern Gateway’. As noted above, the levels of the Podium Garden have been dropped, effectively consolidating the Lower and Upper Ground floor levels, such that it now sits approximately 1.2m below the pavement level on Randell’s Road. Drawing KXC-W0-001-FA2283-PL-90-101 shows that steps will be provided from Randell’s Road, as envisaged by paragraph 4.17. However, the lowered level of the Podium Garden means that it is now brought in line with the levels on York Way (c. +27.60m AOD), thus offering level access along the southern façade of Building W1. This change in level was envisioned in the NMA Approval and later reflected in design of the lower ground/basement car park and service area submitted for approval with Buildings W1 and W2. In providing access at both the southern and northern ends of the Podium Garden, the proposals are considered to offer an improved level of accessibility compared to the Parameter Plans and the Revised Development Specification.
- 10.11 Details of the ecology garden in the north-eastern part of the site identified on Parameter Plan TS004 as the ‘Proposed Habitat Area’ including its extent, border treatment and planting, will be brought forward under a separate Reserved Matters submission.

(d) Garden Level Arrangements (Parameter Plan TS006 Rev L)

- 10.12 Parameter Plan TS006 shows development at ‘garden level’.
- 10.13 As a result of the amendments to the wording of Condition 21, the levels to the Podium Garden have been lowered to create level pedestrian access into the space from York Way/Randell’s Road. Public access is also provided from York Way via the steps and lift proposed between W1 and W2 (see submitted drawing KXC-W0-001-FA2283-PL-90-101) consistent with paragraph 4.20 of the Revised Development Specification. The levels reflect the submitted (and in the case of LBC, approved) designs for Buildings W1 and W2 which include resident entrances to both buildings from the Podium Garden.
- 10.14 As a result of the NMA Approval, paragraph 4.21 regarding the private central amenity space is no longer relevant.

(e) Upper Level Arrangements (Parameter Plan TS007 Rev L)

- 10.15 Parameter Plan TS007 relates to the upper levels of Buildings W1 and W2 and therefore is not relevant to the Podium Garden or public realm.

(f) Sections (Parameter Plans TS008 and TS009, both Rev E)

- 10.16 The Development Specification includes two sections, Parameter Plans TS008 and TS009. These are relevant to this submission only to the extent they show the Podium Garden with planting and access into adjacent buildings. The submitted Urban Design Report explains the landscape scheme for this space, including the proposed planting palette.
- 10.17 The details provided in paragraphs 19.2 to 19.17 above and in the submitted documents demonstrate compliance with Condition 17. Where deviations are proposed to the Parameter Plans, specifically the position of the access road in the Northern Gateway, these are considered to be de minimis and capable of amendment through the submission and approval of plans as part of the Drawing Package.

Condition 21 (Residential Amenity Space)

- 11.1 The condition and its reason state:

“The central amenity space shall be developed before the first occupancy of any dwelling at the same level hereby permitted”

Response to Condition 21

- 11.2 This submission includes details of the landscaping of the Podium Garden (central amenity space) and has been brought forward alongside Reserved Matters details for Buildings W1 and W2 which are still to be determined by LBI (they have already been approved by LBC). Of those buildings, only Building W1 has dwellings at garden level, located in the eastern block (W1E) and shown for context in submitted drawing KXC-W0-001-FA2283-PL-90-100.
- 11.3 Work on the landscaping would begin once the exterior/structure of the buildings are substantially complete (anticipated to be Q1 2020), and is expected to take around 5 months. We note the content of the condition and will ensure that completion of the Podium Garden occurs before first occupancy of the three apartments at podium level.

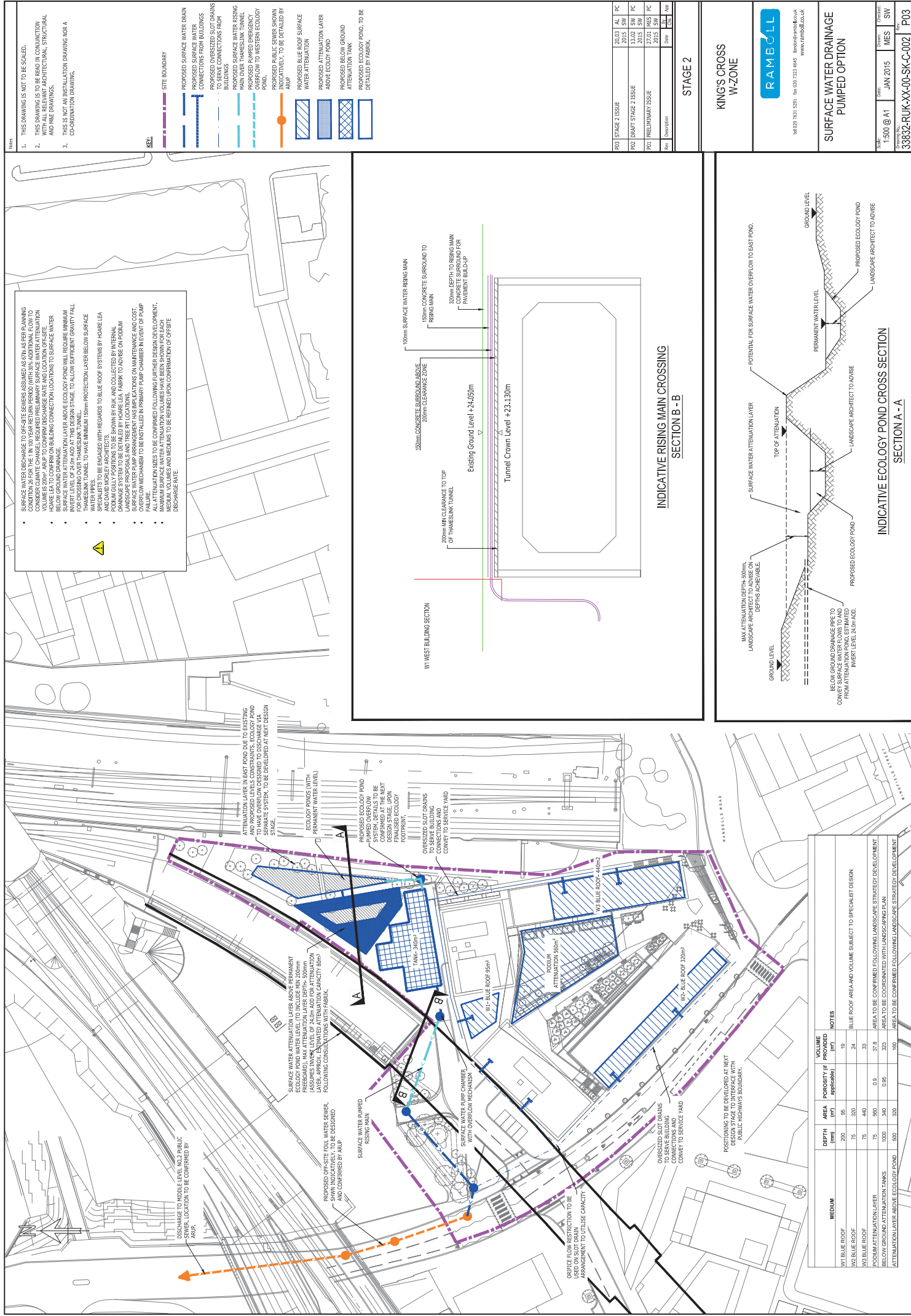
Condition 23 (Drainage Infrastructure)

12.1 The condition and its reason state:

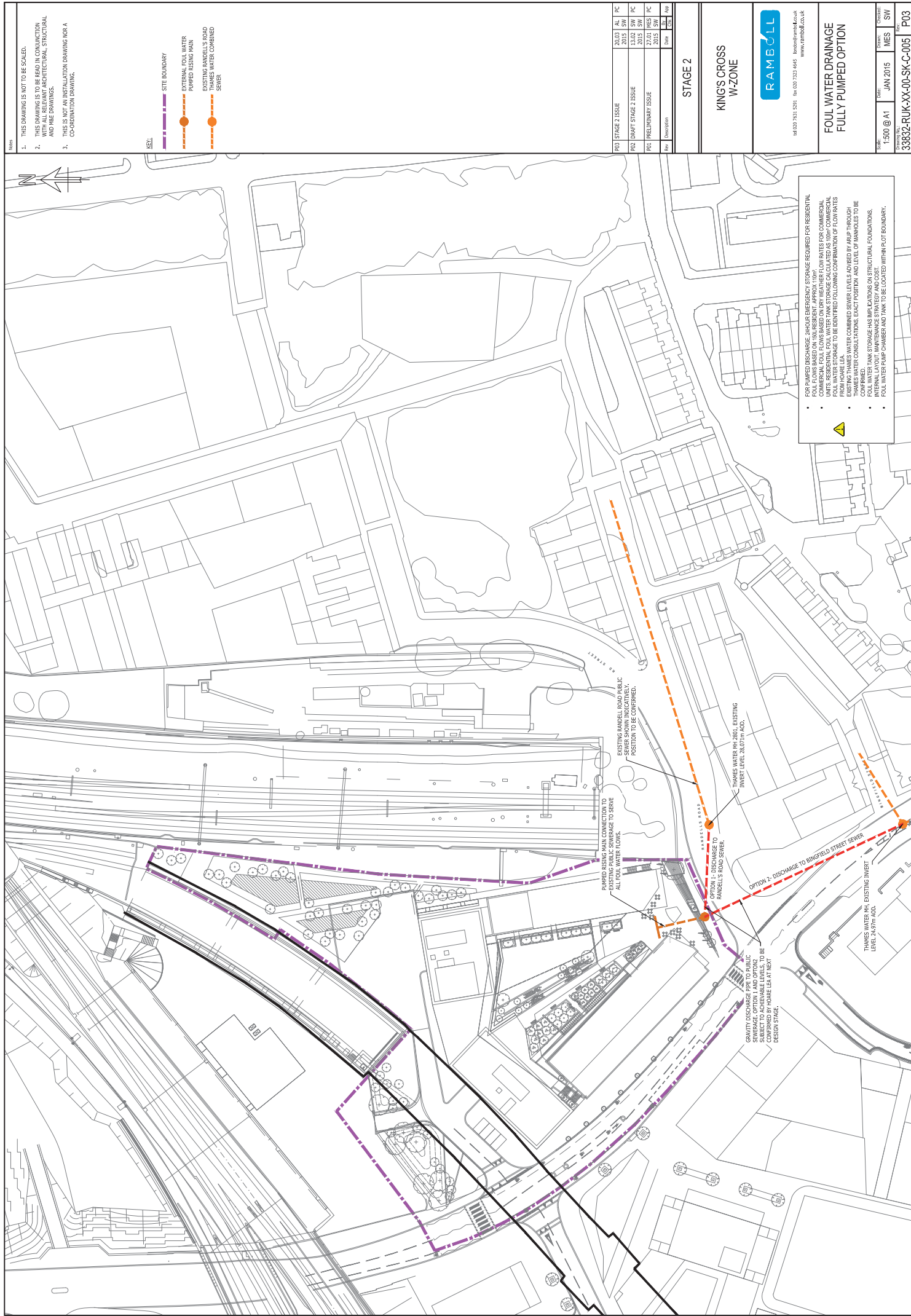
“The new drainage infrastructure within the site shall be designed such that the peak stormwater discharge to the existing combined sewers shall not be more than 67 litres per second.”

Response to Condition 23

- 12.2 Surface water drainage methods that take account of quantity (flooding), quality (pollution) and amenity issues are collectively referred to as Sustainable Urban Drainage Systems (SUDS). Due to the way that SUDS manage flow rates from hard surfaces, protect natural flow regimes in existing watercourses, and protect and even enhance water quality, they are considered more sustainable than traditional drainage methods.
- 12.3 Extensive work and analysis has been undertaken by the design team to incorporate Sustainable Urban Drainage (SUDS) measures across the Triangle Site to minimise run-off from the Triangle Site so that the peak stormwater discharge to the existing combined sewers will be no more than 67 l/s. Based on the Triangle Site’s proposed building footprint and hardstanding area, analysis estimates that an attenuation volume of 200m³ will be required to achieve this target.
- 12.4 In order to achieve this attenuation volume, proposals for the wider site seek to incorporate a number of ‘best practice’ attenuation measures. Specifically, Buildings W1 and W2 will incorporate blue roofs which store water within the roof build-up to manage run-off from these buildings. Together, the volume of blue roofs across these buildings total 43m³.
- 12.5 The proposed landscaping and public realm will make further contributions to attenuating and detaining rainfall through the significant planted beds and lawned areas in the Podium Garden and Northern Gateway, and tree pits along York Way.
- 12.6 Proposals for the remaining areas of the Triangle site, specifically Building W3 and the Ecology Garden, are still underdevelopment and will form future Reserved Matters submissions. However, these are expected to incorporate additional attenuation systems such as further areas of blue roof on W3, below ground attenuation tanks and Perma-void sub-base replacement systems to supplement the features that have already been brought forward as part of this submission and the earlier Reserved Matters details for Buildings W1 and W2. These systems will be designed to take account of the proposals submitted to date to ensure that adequate attenuation is built into the site to achieve a peak stormwater discharge of no more than 67 l/s.
- 12.7 Foul water and drainage layouts follow this section for information, demonstrating the holistic approach to drainage for the wider Triangle Site including the systems incorporated into Buildings W1 and W2 and the proposed landscaping.



MEDIUM	DEPTH (mm)	AREA (mm ²)	POROSITY (if applicable)	VOLUME PROVIDED (m ³)	NOTES
WHITE ROOF	200	95		19	
WHITE ROOF	75	520		24	BLUE ROOF AREA AND VOLUME SUBJECT TO SPECIALIST DESIGN
WHITE ROOF	75	440		33	AREA TO BE CONFIRMED FOLLOWING LANDSCAPE STRATEGY DEVELOPMENT
WHITE ROOF	75	440	0.0	33	AREA TO BE COORDINATED WITH LANDSCAPE PLAN
WHITE ROOF	75	340	0.05	323	AREA TO BE CONFIRMED FOLLOWING LANDSCAPE STRATEGY DEVELOPMENT
WHITE ROOF	1000	300	0.95	160	AREA TO BE CONFIRMED FOLLOWING LANDSCAPE STRATEGY DEVELOPMENT



Item	Description	Date	By CNA	App	PC
P03	STAGE 2 ISSUE	20.03 2015			PC SW
P02	DRAFT STAGE 2 ISSUE	13.02 2015			PC SW
P01	PRELIMINARY ISSUE	27.01 2015			PC MES SW

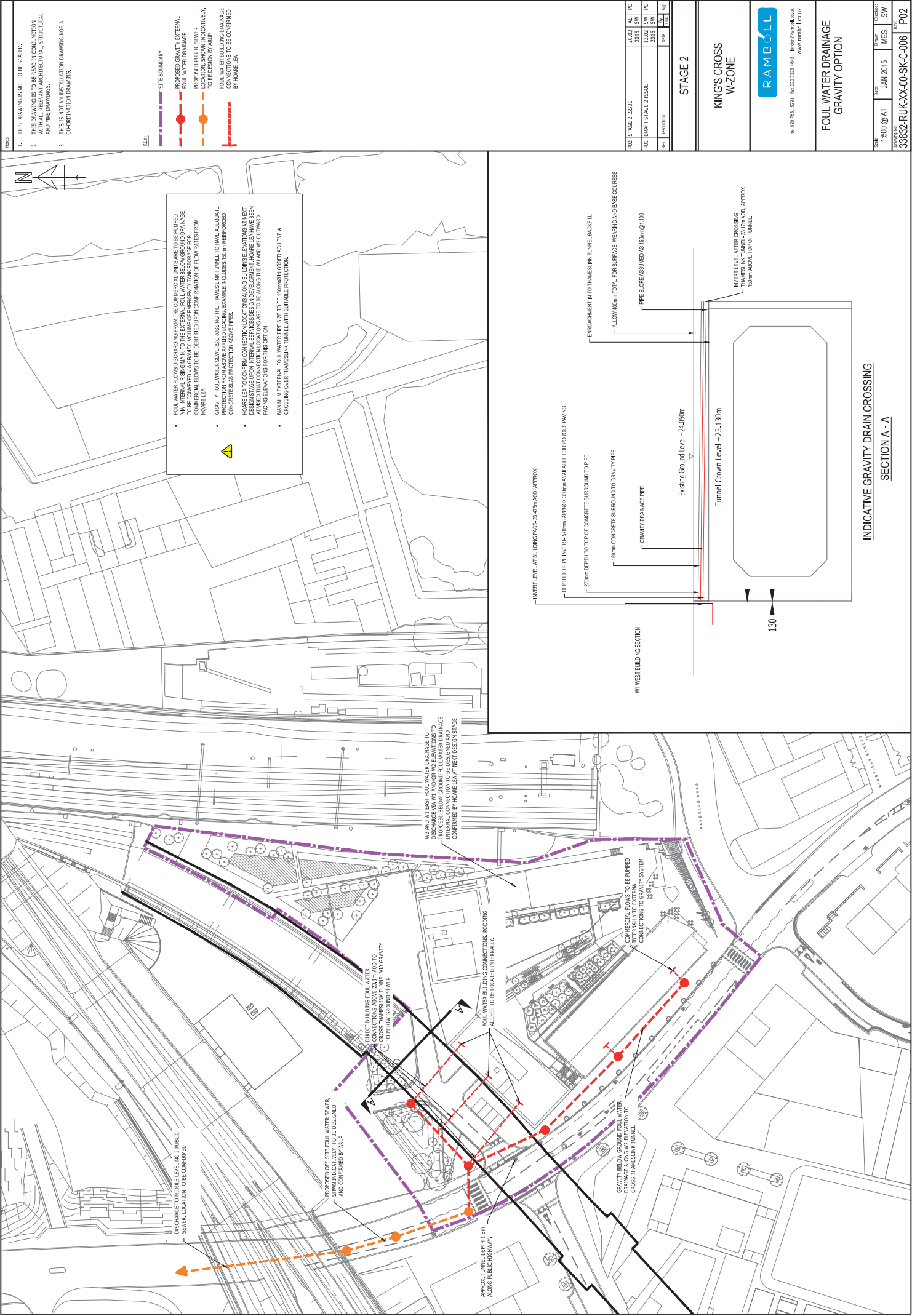
STAGE 2

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FOUL WATER DRAINAGE FULLY PUMPED OPTION

Scale:	1:500 @ A1	Date:	JAN 2015	Drawing:	MES	Checked:	SW
Drawing No.:							33832-RUK-XX-00-SK-C-005
Ref.:							P03



PROJ	STAGE 2 ISSUE	20.03	AL	PC
		2015	SW	PC
PD1	DRAFT STAGE 2 ISSUE	13.02	SW	PC
		2015	SW	PC
Rev	Description	Date	By	App

STAGE 2

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FOUL WATER DRAINAGE GRAVITY OPTION

Scale	1:500 @ A1	Date	JAN 2015	Drawn	MES	SW
Project No.	33832-RUK-XX-00-SK-C-006	Issue				P02

Condition 25 (Car Parking Standards)

13.1 The condition and its reason state:

“Unless otherwise agreed in writing by the Local Planning Authority, the development shall be constructed in accordance with the following:

- a) Maximum car parking/storage standards;*
 - i) Residential: an average of 0.40 spaces per unit across all unit types and tenures, to be provided within the lower ground level shown on drawing TS004 Rev K;*
 - ii) Class D1/D2 uses: 1 space per 1:1000sq m gross floor area;*
 - iii) Classes A1-A4 inclusive uses; No provision other than for people with disabilities (to be agreed in writing by the Local Planning Authority at the Reserved Matters stage)*
- b) 4 visitor parking spaces to be provided to the north of block A as shown in drawing TS003 revision K;*
- c) Any additional parking required by the Local Planning Authority by people with disabilities may be provided in addition to the above standards;*
- d) The standards exclude provision for city car club spaces (such spaces may be provided in addition to the above) and the provision of service bays to be approved as part of the Reserved Matters for the development.*

Response to Condition 25

13.2 Details of visitor car parking provision within the public realm are set out in Section 3.4 of the submitted UDR. The level of parking reflects the details provided in the earlier Reserved Matters submission for Buildings W1 and W2, namely, four spaces of which two will be designated as wheelchair accessible bays (for Blue Badge holders). These spaces are provided in accordance with part (b) of Condition 25 and are located in the Northern Gateway, albeit closer to York Way than was originally envisaged on TS003. Their position is shown on submitted drawing KXC-W0-001-FA2283-PL-90-101.

13.3 These details are provided to demonstrate compliance with the condition and do not require approval.

Condition 26 (Cycle Parking)

14.1 The condition and its reason state:

“Unless otherwise agreed in writing by the Local Planning Authority, the development shall provide for the use of occupiers of the development cycle parking/storage for 246 bicycles at Lower Ground Level.”

Response to Condition 26

- 14.2 Notwithstanding that Condition 26 refers to cycle parking at lower ground floor level of the buildings for use by occupiers, additional visitor spaces have been provided within the public realm. Details of the proposed cycle parking are provided in Section 3.4 of the submitted UDR.
- 14.3 Cycle parking ratios for visitors are not prescribed by Condition 26 or the related Section 106 Agreements and so we have considered the current standards in the LBI and LBC Local Plans instead to ensure that there is adequate provision across the Triangle Site and that the position of the spaces relates to the different uses within the buildings.
- 14.4 Appendix 2 of the LBC Development Policies Document requires a minimum of 1 space per 250m² (GEA) for visitors to A1-A5 and D1/D2 uses over a threshold of 500m². A visitor space should also be provided for every 10 residential units.
- 14.5 Appendix 6 of LBIs Development Management Policies Document does not distinguish between visitor and employee/resident spaces in its standards, although it does acknowledge that visitor spaces may be provided within the public realm. These standards require 1 space for every 60m² of A1-A5 floorspace, 1 per bedroom for residential use and 1 space for every 275m² of D1/D2 uses.
- 14.6 Details for Buildings W1 and W2 have already been submitted, and in the case of LBC, approved. Based on those details (i.e. a retail floorspace of 775m² and 218 residential units) and an assumed leisure floorspace in W3 of 3,000m² (this being the maximum permitted D1/D2 floorspace set out in the Triangle Outline Planning Permission), this would equate to 37 visitor spaces under the standards in LBC's Development Policies Document. LBIs standards, which consider visitors and residents/staff together, would require a total of 385 spaces across the development, including for residents of Buildings W1 and W2. Of this number, 24 would be required for the retail and leisure users/employees.
- 14.7 The lower ground/basement service area which formed part of the RMA for Buildings W1 and W2 has already brought forward a total of 379 spaces for residents and employees of the retail units.
- 14.8 These proposals will bring forward a further 102 spaces within the public realm and Podium Garden for visitors to both the residential apartments, retail and (eventually) D1/D2 uses in W3, using 51 Sheffield cycle stands. Drawings KXC-W0-001-FA2283-PL-90-101 and 110 show the distribution of these spaces across the Triangle site.
- 14.9 The cycle stands have been located to provide variety and flexibility for residents, visitors and retail and leisure users, specifically:

- 36 spaces on York Way;
- 30 spaces within the Podium Garden alongside Building W2;
- 20 spaces in the Southern Gateway to the south of Plot W3; and
- 16 spaces to the north of Building W1 in the Northern Gateway.

14.10 This number more than meets the requirements of both LBI and LBC policies, particularly when considered in the context of the significant residential provision at lower ground/basement level.

14.11 These details are provided to demonstrate compliance with the condition and do not require approval.

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