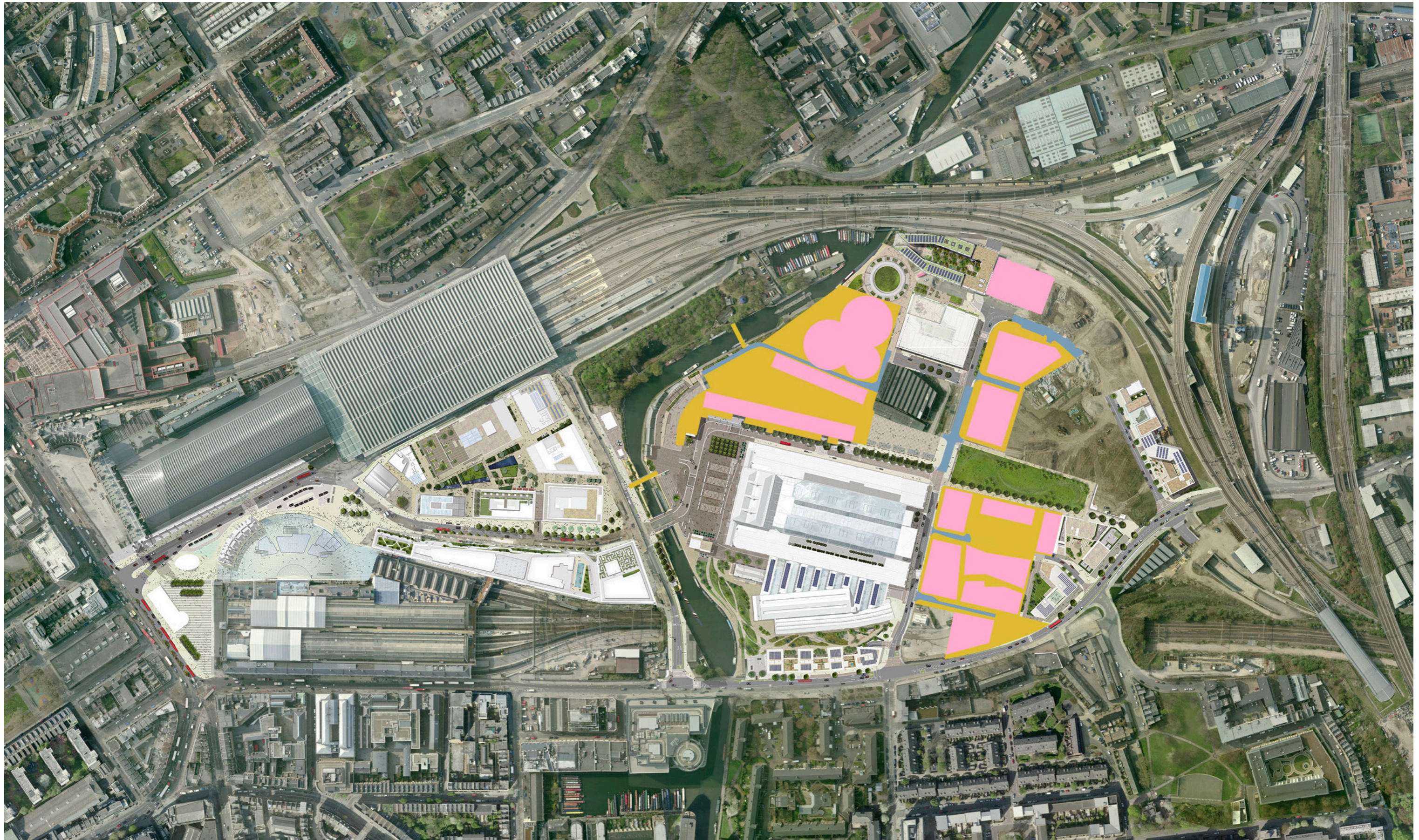


- Demolition
- Public Realm
- Highway Works
- Built Development
- Relocation of features/facilities
- E Energy Centre

The Second Major Phase (Illustrative)

May 2017





- Demolition
- Public Realm
- Highway Works
- Built Development
- Relocation of features/facilities
- E Energy Centre

The Third Major Phase (Illustrative)

May 2017







## Condition 22 (Particulars to Accompany Reserved Matters Applications – Servicing Strategy)

### 14.1 The condition and its reason state:

*“A servicing strategy consistent with plan KXC 017 Rev R demonstrating where servicing for any building will be located will support any relevant application for approval of Reserved Matters. The strategy shall include details of the proposed hours of servicing and the mechanisms that will be used to ensure loading and unloading takes place in accordance with the strategy as approved. No servicing of any building shall take place on any part of the highway network or public realm other than in accordance with the servicing strategy so approved.*

*Reason: To ensure safe, efficient and sustainable access to, and protect amenities in, the development in accordance with the Environmental Impact Assessment, in accordance with policies B1, T1, KC5, KC6 and SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 22**

14.2 The Servicing Strategy for Zone A is described in Section 1.6 of the Urban Design Report.

14.3 The proposed refuse, storage and collection arrangements, including segregation of recyclables, are shown on the basement plans (KXC-A-001-T-BDP-00-09810 and 09910) within the submitted Drawings Package.

14.4 In summary, the servicing and refuse strategy is based on the following principles:

- All servicing for the Zone A Building, including that of the office occupier, retailers and third party contractors will be undertaken via the basement, and the Access Ramp from Goods Way, in line with Parameter Plan KXC 017. The Access Ramp is a two way carriageway to ensure ease of vehicular access and traffic flow.
- A traffic management system will direct vehicles via the Access Ramp either to the Zone A Building's upper basement, or to the SSY. The upper basement includes a dedicated and secure loading, service and parking area for the Zone A Building. The SSY, located at the end of the Access Ramp, is designated as a shared service area for use by King's Cross Station alongside the Zone A Building.
- Six loading bays are distributed across two service areas – four within the upper basement level and two within the SSY.
- These areas have been designed to accommodate two 10m rigid (17 tonne) lorry and larger articulated vehicles, as well as two 8m and two 6m vehicles. Both the loading bays and the Shared Service Yard are connected to the lift and circulation cores of the Zone A Building and provide wider access to the basement facilities, which include plant rooms, back of house functions, and office storage.

- Furthermore, associated rooms are provided for food storage, a decant area, general shipping and receiving, refuse store and a baler. A food to waste storage tank above the dock master's office allows for reduced refuse storage floor space and goods access for servicing.
- The Facilities Management ('FM') team will transport waste from the receptacle to the central waste room. This combined waste room will be used by office and retailer tenants. A variety of bin types will be stored to accommodate different streams and facilitate effective material segregation.
- Waste will be stored in euro bins and roll cages in the central waste room and will remain un-compacted and unprocessed during business as usual. The following equipment will be available in the central waste room, for occasional use, when additional space for refuse may be required: a bin compactor; a baler for cardboard and paper; and, a food waste vacuum system to manage the transport and storage of food waste between the kitchen area on the lower ground floor and the central waste room.
- It is expected that collections will be made daily from the central waste room located beside Core 4, although two days' waste storage is provided in case of disruption the service. Prior to the waste collection vehicle arriving on-site, the FM team will take the bins out of the central waste room and temporarily leave them in the upper basement service area's marshalling zone. The waste contractors will park and then load the waste in the vehicle.
- The reception area within the North Entrance, located on Goods Way, incorporates a concierge office for courier/package drop off and scanning facilities. Given the number of courier deliveries anticipated to the building from Goods Way, the applicant is exploring the possibility of a courier drop-off layby near the North Entrance. Its location is currently being developed in conjunction with Camden's Planning, Highways and Transport divisions and consequently, it falls outside the scope of this submission.

14.5 The details provided meet the requirements of Condition 22 and are submitted for approval.

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## Condition 23 (Particulars to Accompany Reserved Matters Applications – Highways Plan)

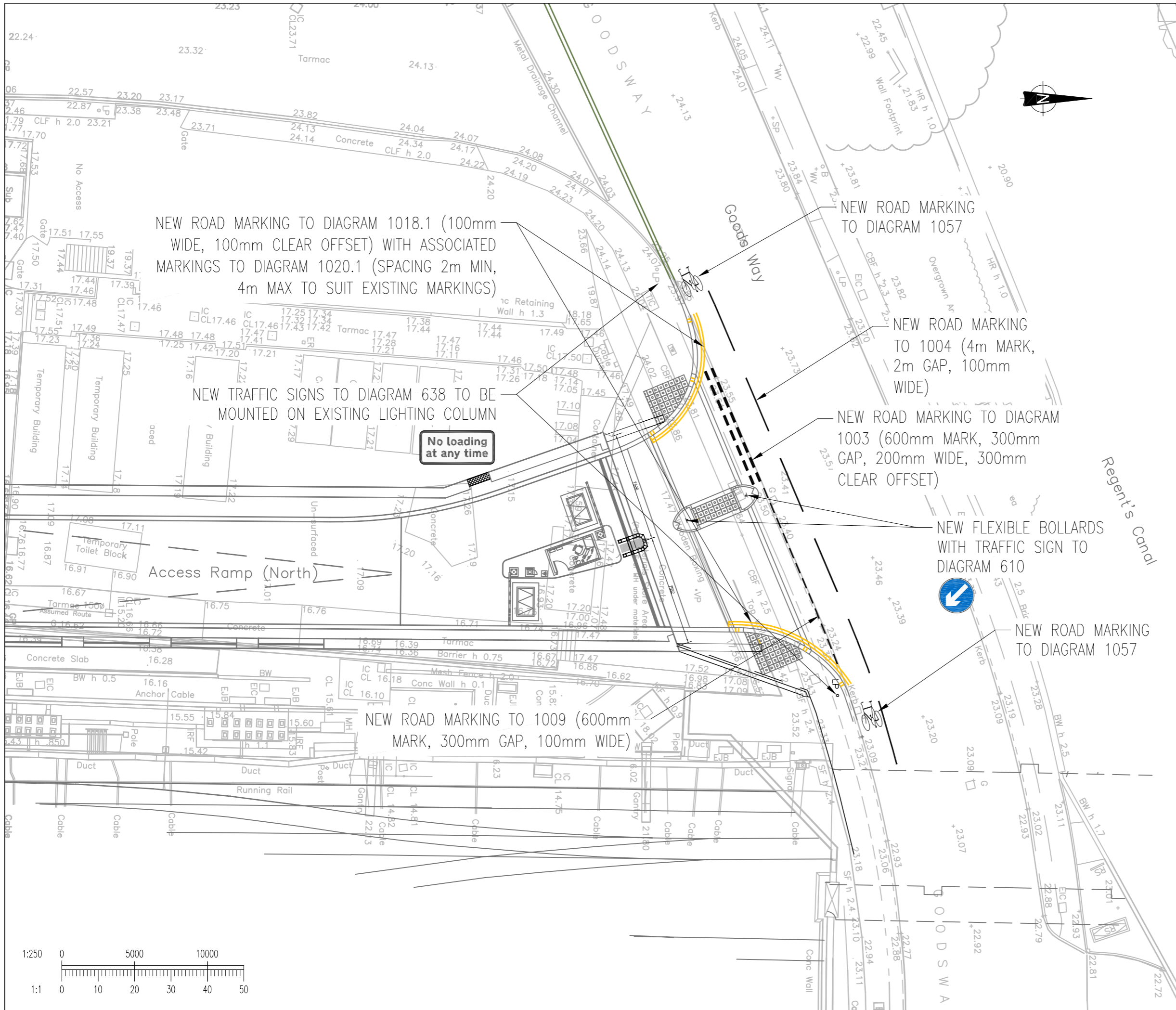
### 15.1 The condition and its reason state:

*“Relevant applications (or groups of related applications) for approval of Reserved Matters shall be accompanied by a Highways Plan. The Highways Plan shall show any works that are required to the existing adopted highways of York Way, Goods Way and/or Pancras Road, to achieve appropriate means of access of those buildings for which approval is sought. Development shall not commence on those buildings until a detailed scheme for the highways works required has been approved by the local planning authority and the buildings shall not be first occupied until the level of works specified by the local planning authority as being required prior to occupation have been completed and provision has been made for the completion of the remaining works.*

*Reason: To ensure safe, efficient and sustainable access and to protect amenities and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies B1, T1, T2, T5, T12, T13, SKC1, KC5 and KC6 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### **Response to Condition 23**

- 15.2 The principal vehicular access from the adopted highway to serve Development Zone A is via Goods Way (referred to as GWE on Parameter Plan KXC 007). Details of improvements to this road and vehicular access to the Access Ramp (and thus the Zone A basement) have already been approved in connection with the Access Ramp (North) Enabling Works submission approved in March 2013 (ref. 2013/0510/P). The Access Ramp (North) and the bellmouth with Goods Way were completed in November 2013 and are now in use.
- 15.3 A drawing showing the vehicular access from Goods Way, approved as part of the above submission, is attached to this section for information. This constitutes the Highways Plan for the Zone A Building for the purposes of Condition 23.



This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Transport & Development Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Transport & Development Limited.  
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**GENERAL NOTES**

Rev	Date	Description	By
102	16.01.13	NORTHERN ACCESS RAMP LAYOUT UPDATED	B.M.
101	09.08.12	ISSUED FOR INFORMATION	L.S.

Amendments

Project **KING'S CROSS CENTRAL**

Title **ACCESS RAMP (NORTH)  
BELLMOUTH GENERAL ARRANGEMENT**

Client **ARGENT (KING'S CROSS) LTD**

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Drawing Status **FOR INFORMATION**

Designed by	MC	Checked by	MC	Project No	36466
Drawn by	LS	Date	AUGUST 2012	Computer File No	
Scales @ A3 work to figured dimensions only				1:250	36466CSA2780105.dwg
Publisher	Zone	Category	Number	Revision	
WTD	SA	278	0105	102	

## Condition 26 (Approval of Details – Other Structures and Buildings)

16.1 The condition and its reason state:

*“Details of the following shall be submitted to the local planning authority for approval prior to any works taking place in relation to such structures:*

- (a) The precise siting of buildings where the siting has been approved subject to limits of deviation on Plan KXC 004 Rev S;*
- (b) All works to the walls of the Regents Canal as shown on KXC 011 Rev 11;*
- (c) Proposals for the bridge structures described in BR1, BR2, BR3 and BR4 on KXC 007Rev S; and*
- (d) All major utilities infrastructure (including sub-stations and other structures) as shown on Plan KXC 018 Rev M.*

*All works shall be carried out in accordance with the details as approved.*

*Reason: To ensure a comprehensive and sustainable development, to ensure integration and facilitate regeneration to achieve good design, to protect the special character of retained listed buildings, to protect or enhance the character or appearance of the conservation areas, and to protect the special character of the Canal and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies B1, B2, S7, SKC1, SKC2, SKC3, SKC4, KCKC8, KC11, RC1 and RC2 of the London Borough of Camden Replacement Unitary Development Plan 2006.”*

### Response to Condition 26

- 16.2 Part (a) of Condition 26 is relevant to the Zone A development now proposed. The precise siting of the Zone A Building, within the limits of deviation shown on Parameter Plan KXC 004 Rev S, is shown on the plans submitted for approval and listed in Section 2 of this Compliance Report. In particular, Drawing KXC-A-001-T-BDP-00-10001 shows the siting of the building in its context.
- 16.3 Parts (b) and (c) are not relevant to this proposal.
- 16.4 In relation to 26(d), the major utilities infrastructure for Zone A have already been approved pursuant to Enabling Works approvals for Goods Way and King’s Boulevard (ref. 2008/3731/P and 2010/3152/P). The following drawing 202227\_004\_SK100 shows the as-built layout of utilities along the King’s Boulevard and Goods Way (Electricity, Gas, Water Communications and District Heating) and their entries into Zone A in accordance with the major utilities infrastructure identified within Parameter Plan KXC 018 and these earlier approvals.
- 16.5 These utilities infrastructure details require no further approvals and are provided here for information.