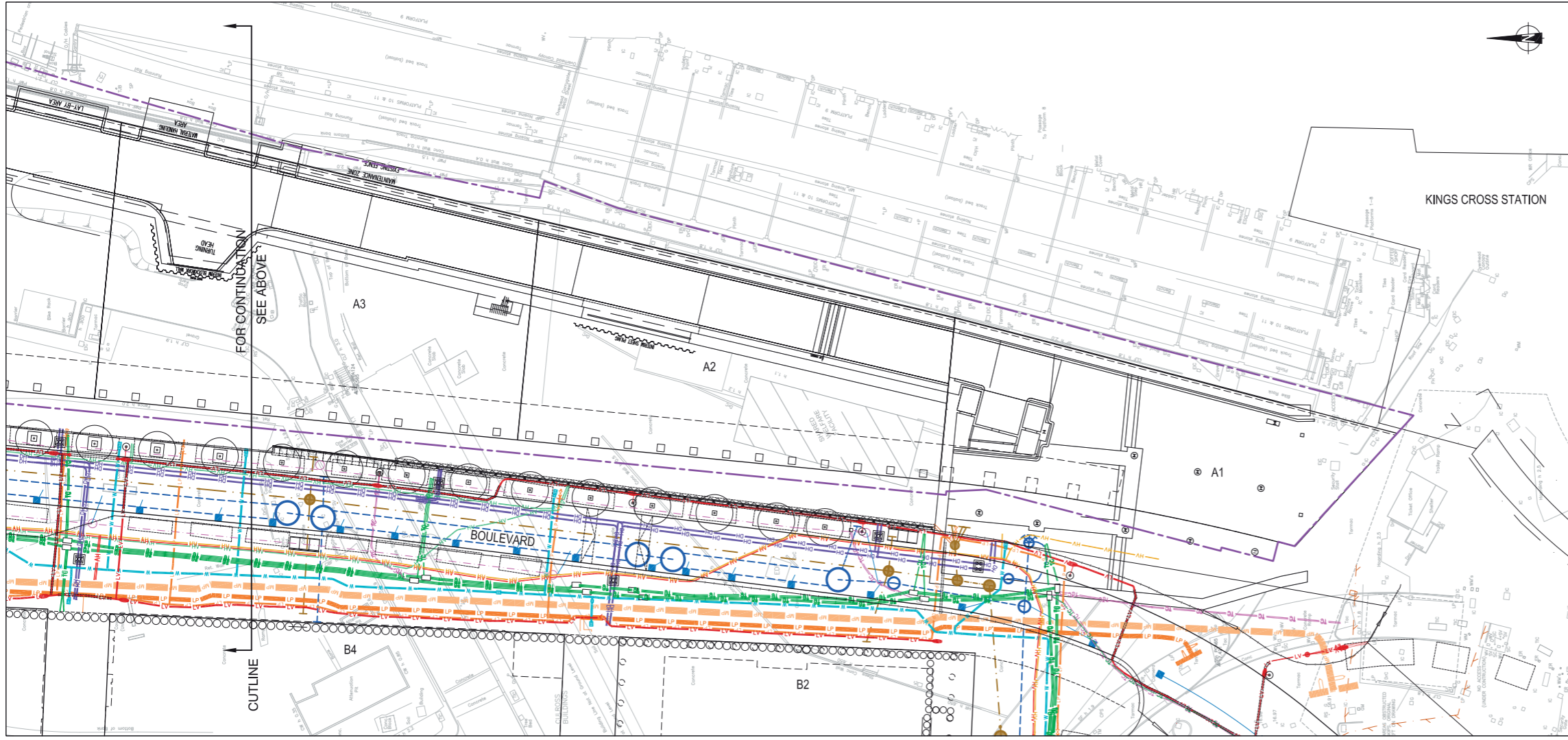


- KEY**
- 'A' ZONE PLANNING BOUNDARY
- METROPOLITAN SUPPLIES. HV & LV INFRASTRUCTURE.**
- LV — LV — LV LOW VOLTAGE, LV.
 - HV — HV — HV HIGH VOLTAGE SUPPLY (HV6)
 - HV — HV — HV HIGH VOLTAGE SUPPLY (HV7)
 - HV — HV — HV HIGH VOLTAGE SUPPLY (HV8)
- GAS.**
- LP — LP — LP G VARIES LOW PRESSURE GAS
- WATER.**
- W — W — W G VARIES POTABLE WATER
- COMMUNICATIONS.**
- TC — TC — TC COMMS.
 - TELECOMMS JOINT BOX
 - TC — TC — TC COMMS FOR CCTV.
- DISTRICT HEATING.**
- DH — DH — DH G VARIES. OD = Ø + 100mm LAGGING.
- DRAINAGE.**
- S — S — S Storm Water/Attenuation
 - F — F — F Foul Water Sewer
 - C — C — C Combined Sewer
 - PC — PC — PC PC Gully and Connection.
 - T — T — T Tree PR Drainage
- TFL SUPPLIES.**
- T — T — T TRAFFIC SIGNAL DUCTS & CHAMBERS
- NGG SUPPLIES.**
- MP — MP — MP G VARIES MEDIUM PRESSURE NGG.
 - LP — LP — LP G VARIES LOW PRESSURE NGG.
- GOODSWAY DIVERTED UTILITIES.**
- UKPH — UKPH — UKPH HV, UKPN
 - TW — TW — TW 450/200mm Ø THAMES WATER MAIN
 - BT — BT — BT BT
 - VM — VM — VM VIRGIN MEDIA
 - C&W — C&W — C&W CABLE & WIRELESS
 - LV — LV — LV LV, UKPN
 - VER — VER — VER VERIZON
- STREET LIGHTING COLUMN



Mark	Revision	Drawn	Date	Chkd

UTILITIES NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private services, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made or expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing services, services, plant or apparatus may affect his operations.

FOR INFORMATION

KINGS CROSS CENTRAL SOUTHERN ENHANCED FRAMEWORK INFRASTRUCTURE AS-BUILT UTILITIES AROUND 'A' ZONE

Client
KINGS CROSS CENTRAL LIMITED PARTNERSHIP

Date of Issue: 10.06.12
 Drawn by: AGM
 A0 Scale: 1:250
 Checked by: CA

Drawing Number: 20227/004/SK100

Revision: -

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Condition 27 (Details Required by Condition – Floorspace and Floorplans etc.)

17.1 The condition and its reason state:

“Details and particulars including floorspace figures, floorplans and layouts of the uses, and the vehicle and other servicing and access, including the provision for any coach access and parking to be accommodated in built and refurbished accommodation, shall be submitted to and approved in writing by the local planning authority before any of those uses commence and the uses will commence only in accordance with the details so approved.”

Reason: To ensure a comprehensive and sustainable development, to ensure safe and efficient access, to achieve good design and 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 SKC2, SKC3, KC1, KC2, KC3, KC6 and T15 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 27

- 17.2 The layout plans within the submitted drawings set provide the floorplan, layout and access details required by the condition. Table 17.1 that follows this section summarises the floorspace figures floor by floor.
- 17.3 The building provides a total floorspace of 80,819m² GEA, excluding infrastructure and utility elements (i.e. waste and other storage, plant and cycle stores) in accordance with Table 1 and Annex B of the Outline Planning Permission. These exclusions total 11,313m² GEA.
- 17.4 The figure also excludes the basement area, which is considered separately pursuant to Condition 37 (Section 24), and outdoor roof terraces/green roofs.
- 17.5 In terms of individual uses, the total office (B1) floorspace is 76,137m² GEA. A further 4,376m² is attributable to the proposed retail (A1) units at ground floor level. This use is in accordance with those permitted for Development Zone A in the Outline Planning Permission and Section LL of the S106 Agreement.
- 17.6 The proposals include the potential for up to 17 retail units, depending on tenant demand (see Drawing KXC-A-001-T-BDP-00-11410). Any subdivision of the units will have regard to the Retail Framework in Section LL of the S106 Agreement, specifically that no more than three of the retail units in Zone A shall exceed 1,500m² unless otherwise approved in writing by the Council.
- 17.7 The details submitted are to meet the requirements of Condition 27 and are for approval.

Floor	Office Use (B1)	Retail (A1)	Shared	Total	Other Excluded (Infrastructure and Utility Elements, Plant, Cycle Stores)
Lower Ground (00)	5,205	2,026	154	7,385	1,051
Lower Ground Mezzanine (00M)	156	0	0	156	855
1	5,850	1,611	152	7,613	557
2	8,051	739	0	8,790	452
3	8,400	0	0	8,400	540
4	7,592	0	0	7,592	557
5	8,170	0	0	8,170	559
6	8,198	0	0	8,198	540
7	6,168	0	0	6,168	1,108
8	5,847	0	0	5,847	1,302
9	6,120	0	0	6,120	1,220
10	3,736	0	0	3,736	1,137
11	2,486	0	0	2,486	1,434
12	158	0	0	158	-
TOTAL	76,137	4,376	306	80,819	11,313

Table 17.1: Zone A Building floorspace figures by floor and use (GEA in m²)

Condition 28 (Details Required by Condition – Refuse Storage and Collection)

18.1 The condition and its reason state:

“Details of arrangements for storage and collection of refuse, for the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the local planning authority as part of the relevant applications for approval of Reserved Matters for each phase of the development and the development shall be carried out only in accordance with the details so approved and shall be retained thereafter.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities, in accordance with the Environmental Impact Assessment, in accordance with policies SD6 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 28

- 18.2 The proposed refuse, storage and collection arrangements, including segregation of recyclables, are shown on the relevant basement floorplans within the submitted drawings set and described in further detail in the Urban Design Report.
- 18.3 One central waste room is provided within the upper basement area (Drawing KXC-A-001-T-BDP-00-09910) next to the central loading area, and accessible via a dedicated refuse corridor. The stores will be used by both the retail and office uses and are adequately sized to allow separate receptacles for recyclable and non-recyclable waste and compactors. Further details on the central waste room are described in Section 14 (Condition 22) above.
- 18.4 These details are submitted to meet Condition 28 and are for approval.

Condition 31 (Development to be Carried Out in Accordance with Permission – Parameter Plans and Development Specification)

19.1 The condition and its reason state:

“The development shall be carried out in accordance with the Revised Parameter Plans and as described in the specified paragraphs of the Revised Development Specification dated September 2005, comprising:

- (a) The Principal Public Realm Areas shown on drawing KXC 004 Rev S, together with paras 4.9, 4.13 (insofar as it relates to public realm), 4.14, 4.17 and 4.19;*
- (b) The boundaries of Development Zones shown on drawing KXC 005 Rev T together with paras 4.20, 4.21, 4.23-4.26 and with Table 2 to the extent that it provides a summary and indicative description of the proposals in each development zone only;*
- (c) The Regent’s Canal works shown on drawing KXC 006 Rev Q together with paras 4.27-4.29;*
- (d) The Principal Access and Circulation Routes shown on drawing KXC 007 Rev S together with paras 4.30-4.47 and Annex C to the extent that it provides a summary and indicative specification for the routes only;*
- (e) The Upper Floor Land Uses Along Street Elevations shown on drawing KXC 008 Rev R together with paras 4.48-4.54 to the extent that these describe the overall distribution of land uses only;*
- (f) The Ground Floor Land Uses Along Street Frontages shown on drawing KXC 009 Rev P together with paras 4.49-4.54 to the extent that these describe the overall distribution of land uses only;*
- (g) The Proposed Finished Site Levels shown on drawing KXC 012 Rev T together with paras 4.62-4.67;*
- (h) The Development Massing shown on drawing KXC 013 Rev L together with paras 4.68-4.72 and Table 3;*
- (i) The Maximum Building Heights shown on drawing KXC 014 Rev W together with paras 4.73-4.75;*
- (j) The Strategic View Corridor Constraints shown on drawing KXC 015 Rev S together with paras 4.79-4.81;*
- (k) The Basement Zones shown on drawing KXC 016 Rev 0 together with paras 3.40-3.41 and 4.82-4.86;*
- (l) The Servicing arrangements shown on drawing KXC 017 Rev R together with para 4.87;*
- (m) The Utilities Strategy shown on drawing KXC 018 Rev M together with paras 4.88 and 4.90-4.98;*

- (n) *The Gas Holder Triplet Development shown on drawing KXC 020 Rev E together with paras 4.104 and 4.105 to the extent that they show indicative proposals only for the works and land uses; and*
- (o) *The Priority Zones for Green/Brown Roofs and Wind Turbines shown on drawing KXC 021 Rev A, together with paras 3.43, 3.44, 4.106 and 4.107.*

Except that in relation to (i) above the building heights within Plot S2 identified on drawing KXC 005 Rev T shall be at least 6.5m below the maximum heights shown in Parameter Plan KXC 014 Rev W across at least 80% of the plot, unless otherwise approved in writing by the local planning authority.

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed as above might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design and to accord with the assessment and conclusions of the Environmental Impact Assessment in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, KSC4 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 31

- 19.2 It should be noted that the parameter plans referred to in sub-paragraphs (c) Regent’s Canal and (n) (gas holders) do not apply to the proposed Zone A Building and its surrounding landscaping.
- 19.3 The responses to the other relevant sub-paragraphs of Condition 31 are dealt with as follows:
 - (a) Principal Public Realm Areas (Parameter Plan KXC 004 Rev S)**
 - 19.4 The Principal Public Realm areas surrounding the building, identified as Station Square (now known as Battle Bridge Place), the Boulevard (now King’s Boulevard), Canal Square and Goods Way on KXC 004, have already been approved pursuant to earlier Enabling Works and Reserved Matters approvals¹. The public realm included in this submission relates to the extension of Battle Bridge Place to meet the south façade of the building, which is pushed further back than envisaged at the outline stage. There is also some overlap with the approved (and implemented) scheme for Battle Bridge Place where the proposed terrace to the south of the building extends into the existing public realm.
 - 19.5 The submission also includes revised details of the eastern footpath along King’s Boulevard and the footpath adjacent to the north façade on Goods Way. These areas remain largely as approved under Reserved Matters approval 2010/3152/P and Enabling Works approval 2008/3731/P, save for a granite sett fringe around the edge of the building and changes to the location/number of cycle racks and levels along King’s Boulevard.

¹ Goods Way was subject to an Enabling Works approval alongside a superseded scheme for the Boulevard in October 2008 (ref. 2008/3731/P). A revised scheme for King’s Boulevard was approved alongside new details for Station Square in September 2010 (ref. 2010/3152/P). Canal Square was approved as part of the Zone B Public Realm Reserved Matters scheme in April 2010 (ref.2010/0872/P) and subject to minor amendments in July 2016 (ref. 2016/3196/P).

- 19.6 The proposed landscaping in these areas, shown on submitted plan KXC-A-001-T-GIL-00-10002, is consistent with Parameter Plan KXC 004, and indeed consistent with the approved landscaping for adjacent public realm which is already partially completed.

(b) Boundaries of Development Zones and Types of Development in Each (Parameter Plan KXC 005 Rev T)

- 19.7 Parameter Plan KXC005 indicatively divides Development Zone A into five adjoining plots, referred to as A1 to A5. The current proposals will see these plots brought forward at the same time as a single building within the boundaries of Development Zone A as defined on the Parameter Plan.

- 19.8 Consequently, the proposed building is consistent with the Parameter Plan and with paras 4.20, 4.21, 4.23 - 4.26 of the Revised Development Specification.

The development consists predominantly of office use (B1) with retail use (A1) at ground levels. The development is therefore consistent with the Summary Description for Zone A set out in Table 2 of the Development Specification.

(d) Principal Access and Circulation Routes (Parameter Plan KXC 007 Rev S)

- 19.9 As noted in paragraph 19.4 above, details for the King's Boulevard ('BLV', an identified Primary Route on the Parameter Plan) and Goods Way ('GWE' and 'GWW', identified as an existing adopted highway to be modified) have already been approved as part of earlier Enabling Works/Reserved Matters submissions 2008/3731/P and 2010/3152/P. As noted above, this submission include revised details for both routes relating to the introduction of a granite edging around the building and amended levels and positions/number of cycle spaces on Kings Boulevard. Other details remain as approved in 2008 and 2010.

- 19.10 Parameter Plan KXC 007 and paragraph 4.43 of the Revised Development Specification also identify a potential pedestrian/cycle route through Zone A between Plots A3 and A4 (route 'A1') and a new footbridge across the railway lines into King's Cross Station connecting York Way with A1 ('WR1'). The Kings Cross Central S106 Agreement included obligations to provide for route A1, providing all the necessary permissions, consent and funding for the footbridge, WR1, were in place by 31 Dec 2012. Since the S106 Agreement was completed, a number of studies undertaken by Network Rail, the London Borough of Camden and the London Borough of Islington have each concluded that the bridge would not be feasible. Given the findings of those studies, the necessary permissions, consents and funding for a bridge have not been secured and the obligations in relation to route A1 have therefore ceased and determined. Further details, including evidence that the relevant obligations of the S106 Agreement have ceased and determined, are provided in Section 33 of this report.

(e) and (f) Upper and Ground Floor Land Uses (Parameter Plan KXC 008 Rev R and KXC 009 Rev P)

- 19.11 These parameter plans define the predominant uses above and at ground floor, respectively. Parameter Plan KXC008 Rev R allows the upper floor areas of the Zone A Building to be used for any of those permitted uses referred to in Annex B of the Revised Development Specification. The proposed development is consistent with these requirements.

19.12 Parameter Plan KXC009 Rev P requires the ground floor street frontage of Development Zone A to be used for predominately shops, food and drink and community/leisure uses within use classes A1-A5, D1 and D2. Further, the summary description in Table 2 of the Revised Development Specification refers to shopping/food and drink uses at the ground floor. In accordance with Table 2 and the Parameter Plan, the majority of the ground floor frontage will be put to retail (A1) uses. The remaining areas comprise the office entrances, the cycle store entrance and fire exits.

(g) Finished Site Levels (Parameter Plan KXC 012 Rev T)

19.13 As shown by the submitted Site Levels Plan (KXC-A-001-T-GIL-00-10003), the landscaping proposals are consistent with the finished site levels indicated on the relevant parameter plan read in conjunction with the limits of deviation.

(h) Development Massing (Parameter Plan KXC 013 Rev L)

19.14 The massing criterion specifying the maximum percentage, in this case 29% of the total floorspace applied for within each development zone that may be constructed 31m or above finished ground levels applies to Zone A as a whole.

19.15 The footnote on page 34 of the Development Specification confirms that the term 'finished ground floor levels' in this context is to mean the level measured at the main entrance of the building. As noted in paragraph 19.5, Development Zone A was originally divided into five development plots, with each building having its own entrance. Bringing forward the development as a number of separate buildings would of course result in a series of assessments against the massing criterion specified by Parameter Plan KXC 013, based on the site levels of each entrance. Those assessments would then be aggregated to provide a mean figure for the zone. The current proposals will see the Zone A Building developed as a single building with only three entrances, of which two are on the King's Boulevard. Consequently, it is considered appropriate to use the main office entrance (+17.700m AOD) as the reference point for the purposes of this condition, on the basis of the guidance in the Development Specification.

19.16 Reference to the Section F-F drawing KXC-A-001-T-BDP-00-20006 shows that the 31m level from this reference point falls between Levels 6 and 7. The floorspace table presented in Table 17.1 in connection with Condition 27 demonstrates that the amount of floorspace above the 31m level (i.e. levels 7 to 12 inclusive) is 24,515m² GEA. The overall amount of floorspace permitted in Development Zone A, is 98,570m². The percentage of floorspace applied for 31m or more above finished ground floor level for the Zone A Building is therefore 25%, which is well within the 29% (28,585m²) limit identified in Table 3 of the Development Specification. Consequently, the proposed Zone A Building confirms to the parameter plan referred to in sub-paragraph (h).

(i) Maximum Building Height (Parameter Plan KXC 014 Rev W)

19.17 Compliance with Parameter Plan KXC 014 is demonstrated on submitted drawings KXC-A-001-T-BDP-00-30004 and 30002, which show the proposed heights of the west and east elevations respectively, against the maximum permitted heights identified for Development Zone A.

(j) Strategic View Corridors (Parameter Plan KXC 015 Rev S)

- 19.18 The proposed height of the building at its tallest point (i.e. +72m AOD), which falls within the former strategic viewing corridor to St Paul's Cathedral from Kenwood House, is within the constraint height for that view shown on the Parameter Plan. Similarly, the height of the rest of the building, which ranges from +50.5m AOD on (notionally) plot A1, +64m AOD on A2, +67m AOD on A3, +70m AOD on A4 and +72m AOD on A5, are within the constraint heights for the Parliament Hill viewing corridor shown on the Parameter Plan. Accordingly, the proposed development does not contravene the Strategic View Corridor height constraints shown on the parameter plan referred to in sub-paragraph (j) of condition 31.
- 19.19 It should be noted that the parameter plan shows the viewing corridor as defined in RPG3a which has since been replaced by the London View Management Framework SPG published in July 2010. For this reason, Parameter Plan KXC014 is the more important and proposals which comply with that plan will always comply with Parameter Plan KXC015.

(k) and (l) Basement Zones (Parameter Plan KXC 016 Rev O) and Servicing Arrangements (Parameter Plan KXC 017 Rev R)

- 19.20 Parameter Plan KXC016 referred to in (k) confirms the acceptability of providing a basement across the full extent of Development Zone A.
- 19.21 Parameter Plan KXC 016 also identifies plots within which 'Lower Ground Accommodation with Basement Below' areas were permitted. These Lower Ground areas, in Development Zone B (specifically in Buildings B1, B3 and B5) were initially proposed where a significant level change occurred within the adjacent public realm, and where, as a result, internal areas would be part over ground, part underground. Zone A was not identified on Parameter Plan KXC 016 as having a Lower Ground Floor on the basis that it was expected that each building would respond individually to the site levels along King's Boulevard.
- 19.22 Zone A was initially envisaged as a terrace of five buildings with at least five different tenants. This arrangement would have resulted in a series of stepped ground floor slabs to address the 8m level difference along King's Boulevard, with each building sitting on top of their own basement. Zone A is now proposed to be one building occupied by a single occupier (Google), a principle already established by the previous Reserved Matters Approval for the site (September 2013, 2013/4001/P). The creation of five or more steps within the building would result in a disjointed internal layout with steps, lifts and/or ramps required to address each level change.
- 19.23 Section F-F KXC-A-001-T-BDP-00-20006 in the submitted Drawing Package shows how the proposed building responds to the rising ground plane with a sloped floorplate maintaining a continuous and more accessible ground floor within the office element. The result of this, however, is that some of the areas which would have formerly been basement areas now read as a continuation of the ground floor (Level 00). Similarly, 'ground' floor at the northern end of the building is in fact aligned with Level 01 at the southern end.

- 19.24 This transition between Level 00 and Level 01 is used to accommodate an auditorium and events space which sits below 'ground' floor level and cycle parking/changing facilities at the northern end of the building and effectively creates a Lower Ground Floor. It is envisaged that the double-height auditorium space would be part submerged so that it is fully 'blacked-out', yet remain accessible from the street via its own entrance at the northern end of the building. As shown on Section F-F, the ceiling of the space would sit well above ground floor level. Ancillary facilities to the events space, such as meeting/presentation rooms, which would also need to be 'blacked out', and would sit below the auditorium.
- 19.25 The proposed auditorium/event space is ancillary to the B1 use at upper levels. Although such ancillary uses are capable of being accommodated in the basement under Condition 38, it is considered that given the nature of the use, it would be more appropriate to capture this in the overall building floorspace (as permitted in Annex B) rather than the basement floorspace.
- 19.26 It is considered, therefore, that the inclusion of a Lower Ground Floor in Zone A would not be inconsistent with the approach in Zone B, which is similarly subject to significant level differences both east-west and north-south. As noted above, the auditorium and event space would have its own entrance on King's Boulevard. Further, the 8m level difference between the King's Cross Station railway tracks and the King's Boulevard means that if there were no access ramp to the SSY, the auditorium and event space would also have an external frontage to the east in the same way as the Lower Ground Floors in Zone B.
- 19.27 To reconcile the level difference across the site and the creation of a Lower Ground Floor with Parameter Plan KXC016, we request that the Council approves an updated plan, submitted at the end of this section as a substitute. This approach is regarded as the most straightforward approach to accommodate this de minimis change which would not give rise to any effects not previously considered or assessed at the outline stage. In particular, the proposed Lower Ground Floor does not give rise to any additional ground works on the basis that the site has already been excavated and remediated pursuant to Enabling Works approval 2013/1027/P, the Outline Planning Permission already envisages a basement in this location and it does not result in any exceedance of the maximum permitted floorspace for Zone A. As Section 23 demonstrates in relation to Condition 36, the proposed building floorspace, including the Lower Ground Floor, is well within the maxima set out in Annex B to the Outline Planning Permission for this development zone.
- 19.28 In terms of servicing, the proposed basement for the Zone A Building, shown on submitted plans KXC-A-001-T-BDP-00-09810 and 09910, will utilise the Access Ramp (constructed in phases pursuant to Enabling Works approvals 2007/3284/P, 2009/0208/P and 2013/0510/P) accessed from Goods Way in accordance with Parameter Plan KXC017.
- 19.29 The Servicing Strategy for the Zone A Building is set out in Section 1.6 of the submitted Urban Design Report.

(m) Utilities Strategy (Parameter Plan KXC 018 Rev M)

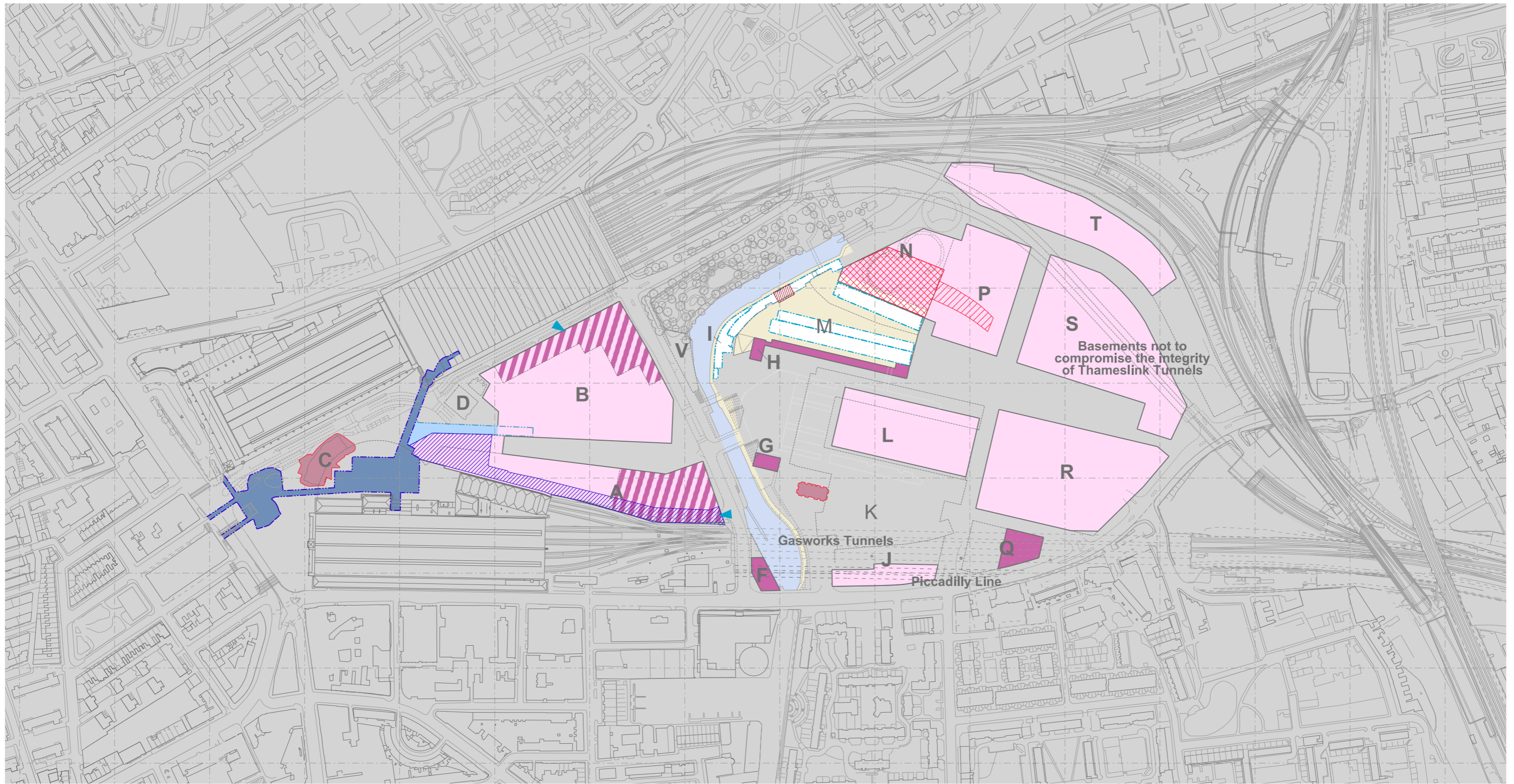
- 19.30 As explained in Section 14 of this report, the diversion of major utilities infrastructure along King's Boulevard and Goods Way has already been approved and implemented as part of the Enabling Works approvals relating to those routes (i.e. 2008/3731/P and 2010/3152/P).
- 19.31 Submitted drawing 20227_004_SK100 is provided for information after Section 16 (Condition 26a) to show the as-built layout of utilities along these routes and the connections to the proposed building.

(o) Priority Zones for Green/Brown Roofs and Wind Turbines (Parameter Plan KXC 021 Rev A)

- 19.32 Development Zone A is not identified on Parameter Plan KXC 021 as a 'Priority Zone' for green/brown roofs. Nonetheless, some 3,779m² of planted green roof is provided across the roof of the building.

Summary

- 19.33 In summary, the submitted drawings and reports, together with the explanation above, demonstrate that the proposed development will be carried out in accordance with the approved Parameter Plans and the Development Specification, as required by condition 31.



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Argent (King's Cross) Limited Key:

King's Cross Central
Main Site Planning Application
Revised Development Specification
Revised Parameter Plans
Scale 1:4000 @ A3

Rev: O

280_PP_FD_KXC016_016_050808

Date	Description
17.03.17	Proposed Lower Ground Accommodation with Basement Below added to Development Zone A

	Areas within which New Basements may be Constructed		Lower Ground Public Realm
	Existing Basements to be Retained		Existing Lower Ground Features / Filled in
	Existing Basements to be Replaced by New Basement		Existing Lower Ground Accommodation
	Existing Basements to be Retained with Interventions to Accomodate Foundations for Gas Holder Guide Frames and the Development within them		Proposed Lower Ground Accommodation *
	Service Access and Potential King's Cross Station Servicing		Proposed Lower Ground Accommodation with Basement Below *
	Existing and Proposed LUL Infrastructure by Others		Access to Below Ground Service Road
	Proposed LUL / KXC Spur		Route between Lower Level of the Coal Drops and the Canal Towpath

* Lower Ground and some Basement Accommodation included within the floorspace schedule at Annex B

KXC 016 Basements



Condition 33 (Development to be Carried Out in Accordance with Permission – Floorspace Permitted Site-wide)

20.1 The condition and its reason state:

“The total floorspace constructed and used pursuant to this Outline Planning Permission shall not exceed 713,090 sq m gross external area, provided that this total floorspace excludes:

- (a) Basements to be constructed in accordance with Condition 31(k) other than the public bicycle interchange/storage facilities and public health and fitness facilities in Development Zone R partly within basement space specified in Table 1 and Annex B attached;*
- (b) Infrastructure and utilities forming part of and supporting the development including the substations, transformers, waste storage and ancillary recycling facilities;*
- (c) Rooftop plant;*
- (d) The district gas governor; and*
- (e) Car parking other than the multi-storey car park.*

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 33

- 20.2 The proposed floorspace in the Zone A Building is set out in detail in Table 17.1 presented in connection with Condition 27.
- 20.3 The total amount of floorspace in terms of Condition 33 so far approved/submitted in the remainder of the King’s Cross Central development, together with that proposed for the Zone A Building, is set out in the Table 20.1 below and amounts to 585,486m².
- 20.4 The site-wide figure of 713,090m² prescribed by Condition 33 would thus not be exceeded.
- 20.5 The details submitted enable the Council to monitor the position with regard to floorspace build-up and do not require approval.

<i>North of the Regent's Canal</i>	
Eastern Goods Yard (as amended 2011 & 2014)	55,324
Building T1 (as amended 2014)	30,616
Building R4	11,761
Building R5 (North)	14,214
Building T6	16,292
Building J	16,265
Building P1 (as amended 2013)	29,600
Regeneration House	1,002
Building T5	8,964
Midland Goods Shed and Canopies	7,223
Fish and Coal and Eastern Wharf Road Arches	2,405
Gas Holder Triplets	18,327
Building R5 (south) (as amended 2015)	7,870
Building R1	9,167
Building R3 and Zone R Gardens	6,686
Coal Drops Yard	10,084
Building R7 (as amended 2015)	19,532
Building S2	23,201
Building R8	24,682
Building T2	29,264
Building T3	20,225
Building Q2	1,973
Sub-Total	364,677
<i>South of the Regent's Canal</i>	
Building B2 (as amended 2012)	7,176
Building B4 (as amended 2012)	17,071
Great Northern Hotel (as amended 2011)	4,548
Building B3 (as amended 2012)	20,382
Building E1	4,015
German Gymnasium (Zone D)	1,225
Building B6 (as amended 2014)	20,597
Building B1 (as amended 2014)	43,080
Building B5 (as amended 2015)	21,896
<i>Zone A Building</i>	<i>80,819</i>
Sub-Total	220,809
Total floorspace submitted to date	585,486

Table 20.1: KXC site-wide cumulative floorspace totals (GEA in m²)

Condition 34 (Development to be Carried Out in Accordance with Permission – Floorspace Permitted South of the Regent’s Canal)

21.1 The condition and its reason state:

“The maximum floorspace of buildings constructed and refurbished in accordance with Condition 33 within the development north of Regent’s Canal shall not exceed 468,480 sq m gross external area and south of Regent’s Canal shall not exceed 244,250 sq m gross external area.

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of Conservation Areas and protect Strategic Views and accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 34

- 21.2 The Zone A Building is the final building to come forward for Reserved Matters approval in the southern part of the site following completion of Zone B, the German Gymnasium and the Southern Stanley Building.
- 21.3 In the same way as the submissions demonstrate compliance with Condition 33 concerning overall floorspace in King’s Cross Central, the total cumulative figure to date for south of the Regent’s Canal of 220,809m², including the proposed Zone A Building, also shows that the limit for the relevant sub-area of 244,250m² will not be exceeded (see Table 20.1 above).
- 21.4 Again, no specific approval of the details is required.

Condition 35 (Development to be Carried Out in Accordance with Permission – Uses Permitted)

22.1 The condition and its reason state:

“Permission is hereby granted for the following uses as set out in the description of development to take place within buildings constructed and refurbished within the Development:

- (a) Business and employment uses within Class B1;*
- (b) Residential uses within Class C3 and student accommodation and a residential home within Class C2;*
- (c) Hotel use within Class C2 and serviced apartments (sui generis outside of Class C3);*
- (d) Shopping, food and drinks uses within Classes A1, A2, A3, A4 and A5;*
- (e) Uses within Class D1;*
- (f) Cinema use(s);*
- (g) Uses within Class D2, and nightclub uses and casino use;*
- (h) A multi-storey car park; and*
- (i) Other miscellaneous uses, including bicycle interchange/storage facilities, substations, transformers, waste storage and recycling and the gas governor.*

And the floorspace constructed and used pursuant to the planning permission shall not, unless otherwise agreed in writing by the local planning authority, exceed in the case of any use or group of uses within each of the areas north and south of Regent’s Canal the individual maximum floorspace figures as set out in Table 1 attached, that Table being read together with notes 4 to 13 inclusive.

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, KC2 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 35

- 22.2 Table 22.1 following this section shows that the proposed floorspace for the uses within the Zone A Building, together with those approved/submitted for other areas south of the Regent’s Canal, would not exceed the maximum figures for the relevant land uses applying within that area, as set out in Table 1 to the Outline Planning Permission.
- 22.3 These details enable the Council to monitor the position with floorspace provided and do not require approval.

	Maximum Approved / Proposed Floorspace for Each Permitted Use						
Building	B1	Resi	C1	A1–A5	D1	D2	Other
Building B2 (as amended 2012)	5,774	0	0	287	0	0	68
Building B4 (as amended 2012)	13,613	0	0	1,127	0	0	0
Building B3 (as amended 2012)	16,892	0	0	0	1,912	2,906	0
Great Northern Hotel (as amended 2011)	0	0	4,515	33	0	0	0
Building E1	3,798	0	0	217	0	0	0
German Gymnasium	0	0	0	1,225	0	0	0
Building B6 (as revised 2014)	19,038	0	0	1,401	0	0	0
Building B1 (as amended 2014)	41,035	0	0	1,000	0	0	1,045
Building B5 (as amended 2015)	20,715	0	0	1,340	0	0	0
<i>Zone A Building</i>	<i>76,137</i>	<i>0</i>	<i>0</i>	<i>4,376</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total	197,002	0	4,515	11,006	1,912	2,906	1,113
Maximum Permitted Floorspace	221,510	2,200	32,625	15,060	3,950	4,455	1,375

Table 22.1: Floorspace south of the Regent's Canal by land use (GEA in m²)

Condition 36 (Development to be Carried Out in Accordance with Permission – Floorspace and Development Zones)

23.1 The condition and its reason state:

“Unless otherwise agreed in writing by the local planning authority, the new and refurbished floorspace constructed as part of the development hereby permitted, with the maxima set out in Condition 35, will be distributed between the development zones in accordance with the maximum floorspace allocations in Annex B (north and south of the Canal) being read together with the notes, excluding notes 4 and 5 and Annex B (north of the Canal) being read together with the notes, excluding note 15.

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact which has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of conservation areas and protect Strategic Views and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, KC2 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006”

Response to Condition 36

23.2 Table 23.1 demonstrates that the proposed floorspace for the uses within the Zone A Building would not exceed the maximum figures for the relevant land uses applying within Development Zone A, as set out in Annex B to the Outline Planning Permission.

Location	Maximum B1 Use	Maximum A1-A5 Use	Maximum C1 Hotel Use	Other
Zone A	76,137	4,376	0	0
Maximum floorspace totals in Zone A as set out in Annex B to the Outline Planning Permission	90,185	8,210	0	175

Table 23.1: Proposed floorspace relative to maximum permitted floorspace for Development Zone A (GEA in m²)

23.3 These details are submitted to enable the Council to monitor the position with floorspace provided and do not require approval.

Condition 37 (Basement Size)

24.1 The condition and its reason state:

“The basement floorspace to be constructed in accordance with this permission, and specifically with conditions 33 and 35, shall be constructed in accordance with condition 31(k) above and shall not exceed 83,500 sq m gross external area in total (comprising up to 32,000 sq m gross external area to the south of the Regent’s Canal and up to 51,500 sq m gross external area to the north of the Regent’s Canal).

Reason: The development is the subject of an Environmental Impact Assessment and any change to the development from the particulars assessed might have an impact that has not been identified and assessed. The requirements of this condition are to ensure a comprehensive and sustainable development, to achieve integration, regeneration and good design, and to accord with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies S1, S2, S3, SKC1, SKC2, SKC3, KX2 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 37

- 24.2 Condition 37 of the Outline Planning Permission permits a maximum basement floorspace (GEA) across the KXC development of 83,500m², including up to 32,000m² South of the Regent’s Canal, and 51,500 m² North of the Regent’s Canal.
- 24.3 Excluding the 2013 approval for Zone A, the cumulative basement floorspace already approved in the south comes to 24,765m², whilst a total of 25,452m² has now been approved in the north. This leaves a basement floorspace allowance of 7,235m² (the amount approved in the 2013 Zone A scheme) and 26,048m² in the south and north of the site, respectively.
- 24.4 All of the buildings in the south have been completed (and most occupied) with the exception of Zone A. There are six buildings in the north that are still to be submitted for Reserved Matters approval, and of these, only four, namely Buildings P2, S3, S4 and S5, are identified with basements on Parameter Plan KXC 016. Further, Building S4 cannot be built out to the full extent of the basement area shown on Parameter Plan KXC 016, owing to the proximity of the Thameslink Tunnels beneath part of the site. As such, it is anticipated that the remaining allowance of approximately 19,500m² in the northern part of the site will not be used and that approximately 6,500m² of basement floorspace will be surplus in the north once KXC is built out.
- 24.5 As a commercial building with retail at ground floor and a large roof terrace of 8,590m² (81% of the total roof area), the proposed Zone A Building needs a large basement to meet its servicing and plant requirements. Further, the proposed building has been purposefully designed to activate facades (for example avoiding louvres and services) and free up space at roof level for gardens, by relocating uses such as plant, refuse and cycle parking wherever possible within the basements. As a result, Google is seeking a larger basement which can accommodate these uses and support the building functions. However, at 11,054m² GEA, the proposed basement would exceed the maximum permitted basement floorspace of 32,000m² for the area south of the Regent’s Canal currently set out in Condition 37.

- 24.6 In view of the above, an application for a non-material amendment to the Outline Planning Permission pursuant to Section 96A of the Town and Country Planning Act 1990 will be submitted in parallel to this submission, seeking a shift of up to 4,000m² of basement floorspace allowance from the north to the south of KXC, thereby increasing the basement floorspace allowance in the south to 36,000 m², and reducing that in the north to 47,500m².
- 24.7 As shown in Table 24.1 below, taking the proposed basement floorspace in the Zone A Building and the basement floorspace already submitted or approved, the cumulative site-wide total is 61,271m² and, south of the Regent's Canal, 35,819m². Subject to approval of the related Section 96A application, these totals would fall within the maximum permitted floorspace under Condition 37, specifically 83,500m² site-wide and 36,000m² south of the Canal (as amended).
- 24.8 This information enables the Council to monitor the position with regard to basement floorspace provided and does not require approval.

Development Area	Floorspace (m²/GEA)
<i>North of the Regent's Canal</i>	
Eastern Goods Yard	2,444
Building J	2,267
Building P1 (as amended 2013)	2,751
Regeneration House	252
Gas Holder Triplets	5,299
Building R1	1,559
Zone R West Basement ¹	3,374
Building R7	2,024
Building S2	2,403
Building R8	3,079
<i>Sub-Total North of the Canal</i>	25,452
<i>South of the Regent's Canal</i>	
Shared Service Yard ²	1,907
Zone B Basement (as revised 2011) ³	7,153
Great Northern Hotel (as amended 2011)	1,259
Building B3 (as amended 2012)	1,338
Building E1	515
Building B63	2,421
Building B1 (as amended 2014)	7,153
Building B5 (as amended 2015) ⁴	3,019
<i>Zone A Building</i>	<i>11,054</i>
<i>Sub-Total South of the Canal</i>	35,819
Overall Total for King's Cross Central	61,271

Table 24.1: KXC Basement Floorspace Totals (m²)

Notes

- 1 The Zone R West Basement included all basement areas within the footprint of the approved Building R3 and Zone R Gardens and Building R5 (South) (as amended 2015, with ref. 2015/2891/P). It therefore replaced the basement figure first approved as part of the Reserved Matters for Building R5 South (2013/1573/P), which has been removed from the table above.
- 2 In accordance with paragraph 4.85 of the Development Specification, the floorspace for the Shared Service Yard excludes the Access Ramp.
- 3 The Zone B Basement Figure excludes the 2010 Building B6 basement area, which equated to 1,182m² (part of the overall 8,335m² Zone B Basement figure). The 2014 revised Building B6 basement figure is provided here separately, representing an increase of 1,239m² on the previously approved figure.
- 4 Although the minor amendments for Building B5 included an overall floorspace change, they did not propose any floorspace change for the basement levels. The basement area figure therefore remains as approved with the Reserved Matters Approval, ref. 2014/6968/P.

Condition 38 (Details Required by Condition – Basements)

25.1 The condition and its reason state:

“Details of this basement floorspace including layout, design, access, the provision of plant and ventilation shall be included in the relevant Reserved Matters application. The basement space so permitted shall only be used for purposes ancillary to the primary purposes permitted for the relevant buildings, including the storage of plant equipment, building services, plant and equipment, other ancillary storage, servicing and parking.

Reason: To ensure a comprehensive and sustainable development, to ensure safe and efficient access, to achieve good design and protect amenities in accordance with the Environmental Impact Assessment, in accordance with policies RE1, RE2, RE3, EN1, SKC1, DS9 and TR8, TR12, TR14, TR20, TR23 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies KXC2, SKC3, KC1, KC2, KC3, KC6 and T15 of the Revised Deposit Draft UDP as amended by the proposed modifications agreed by the Council’s Executive on 11 January 2006.”

Response to Condition 38

- 25.2 Drawings KXC-A-001-T-BDP-00-09810 and 09910 within the submitted Drawings Package, together with the Urban Design Report, include details of the proposed physical layout, design, access, plant and ventilation within the proposed basement, as required by Condition 38.
- 25.3 The same plans also illustrate the intended basement uses, namely plant, refuse storage, servicing and car parking, plus associated passenger lifts and circulation. These proposed uses are consistent with those use types identified in Condition 38.

Condition 45 (Development to be Carried Out in Accordance with Permission – Drainage Infrastructure)

26.1 The condition and its reason state:

“The new drainage infrastructure within the site shall be designed to achieve a combined (storm and foul) peak discharge to the existing combined sewers of 2,292 l/s or less.

Reason: To protect future occupiers of the development, services and utilities, and prevent pollution of the water environment in accordance with policies SD9 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 45

26.2 The information to show compliance with Condition 45 is included within the Environmental Sustainability Plan submitted for Condition 17. This shows that through a range of sustainable design features, together with a co-ordinated approach to new drainage infrastructure with the design teams working on other zones, the proposals for the Zone A Building are compatible with the site wide drainage strategy and will minimise drainage discharge to the existing combined storm and foul sewers. Through this strategy, each of the drainage sub-catchments, buildings and public realm areas will be attenuated and the storm water and foul flows into the sewer network restricted, such that the maximum drainage discharge specified in Condition 45 is not exceeded.

Condition 46 (Development to be Carried Out in Accordance with Permission – Green and Brown Roofs)

27.1 The condition and its reason state:

“At least 45% of the roofs of new buildings constructed pursuant to the planning permission shall be green and/or brown roofs as defined in the Revised Development Specification dated September 2005.

Reason: To ensure a comprehensive and sustainable development and to satisfactory provide for biodiversity in accordance with the Environmental Impact Assessment in accordance with policies KC8 and N7 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 46

- 27.2 Zone A is not identified on Parameter Plan KXC 021 as being located within a ‘Priority Zone’ for green/brown roofs. Nevertheless, the submitted roof plan Drawing KXC-A-001-T-GIL-11201 shows that the building will incorporate 3,779m² of planted green roof, representing approximately 40% of the total roof area. Further details of the brown roof are provided in Section 1.3 of the UDR.
- 27.3 Table 27.1 confirms that the green roof on the Zone A Building, together with those provided on previously approved buildings, will make a significant contribution to the site-wide requirement established by Condition 46 for at least 15% of the roofs of new buildings to be of green/brown type (as defined in the revised Development Specification).
- 27.4 These details meet the requirements of Condition 46.

Building	Total Roof Area (sqm)	Area of Green/Brown roof (sqm)	% of Green/Brown roof as total roof area	In Priority Zone?
Eastern Goods Yard	Not recorded	79		No
Building R4	Circa 1,150	150	13%	No
Building B4	Circa 1,050	405	39%	No
Building B6 (2010)	Circa 1,375	385	28%	No
Building J	2,136	692	32%	No
R5 North	1,601	853	53%	Yes
Building B3	1,625	470	29%	No
Building B1	4,287	1,227	29%	No
Building T1 (as amended 2014)	3,897	1,318	34%	No
R5 South	796	378	48%	Yes
Building T5	679	285	42%	Yes
Building P1	2,975	734	22%	Yes
Fish and Coal Offices	529	90	17%	No
Building B5	1,337	628	47%	No
Building R7	1,749	243	14%	Yes
Building R1	1,559	156	14%	Yes
Building R3 and Zone R gardens	846	310	36%	Yes
Building S2	1,073	247	23%	Yes
Building R7	1,749	249	14%	Yes
Building R8	2,182	503	23%	Part
Building T2	1,079	3,640	30%	Yes
Building T3	718	2,731	26%	Yes
Zone A Building	9,492	3,779	40%	No

Table 27.1: Green and Brown Roofs on Buildings Submitted at KXC to Date

Condition 48 (Development to be Carried Out in Accordance with Permission – Combined Heat and Power)

28.1 The condition and its reason state:

“All new buildings within development zones A, B, J, K, L,N, P, Q, R, S and T shall incorporate the necessary pipework to connect to district heating/combined heat and power systems.

Reason: To ensure a comprehensive and sustainable development and to satisfactorily provide for an efficient energy supply in accordance with the Environmental Impact Assessment in accordance with policies KC8 and SD9 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 48

- 28.2 As explained in the Environmental Sustainability Plan in connection with condition 17(d) on energy supply, the Zone A Building will incorporate the necessary pipework for connection to the site-wide low-carbon energy centre now constructed within Zone T1.
- 28.3 It is thus demonstrated that Condition 48 will be fulfilled.

Condition 49 (Development to be Carried Out in Accordance with Permission – Car Parking Standards)

29.1 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: 800 spaces for 1,700 residential units at an average of 0.47 per unit across all types and tenures;*
 - ii. *Student housing: 25 spaces for 650 units at an average ratio of 1.26 units;*
 - iii. *Hotel/serviced apartments: No parking provision south of canal other than parking for people with disabilities (to be agreed in writing by the local planning authority at the Reserved Matters stage). Hotel resident parking at 1 space per 750 sqm north of canal);*
 - iv. *Class D1/D2 uses:*
 - 1 space per 1,500 sqm gross floor area south of canal,*
 - 1 space per 1,000 sqm gross floor area north of canal,*
 - Additional provision may be provided if justified for health care purposes or to meet the needs of staff working anti-social hours;*
 - v. *Class B1 uses:*
 - Staff operational parking at 1 space per 1,500 sqm gross floor area south of canal,*
 - Staff operational parking at 1 space per 1,250 sqm gross floor area north of canal;*
 - vi. *Class A1 to A5 inclusive uses:*
 - 1 space per 1,500 sqm gross floor area south of canal,*
 - 1 space per 1,000 sqm gross floor area north of canal;*
- (b) *These standards shall apply to the overall development including parking provided along new streets within the build development, within the multi-storey car park in Development Zone T and within the basements and any undercrofts of buildings;*
- (c) *5% of the spaces provided within these standards shall be for people with disabilities. Any additional parking required by the local planning authority for people with disabilities may be provided in addition to the above standards; and*
- (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 Reserved Matters for the development.*

Reason: To ensure a comprehensive and sustainable development and to ensure that the development complies with the Environmental Impact Assessment in accordance with policies

KC6, KC7, T1, T7, T9, T10 and Appendix 6 (parking standards) in the London Borough of Camden Replacement Unitary Development Plan 2006.”

Condition 50A was added in February 2012 by a non-material amendment to the Outline Planning Permission (ref. 2012/0669/P). It states:

“Details of the use of any car parking spaces proposed within the development (with the exception of the multi-storey car park) shall be submitted to and approved in writing by the local planning authority as part of the relevant applications for approval of Reserved Matters and such car parking spaces secured shall be used only in accordance with the details so approved.

Reason: To secure a comprehensive and sustainable development in accordance with policies CD5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP18, DP19 and DP26 of the London Borough of Camden Local Development Framework Development Policies.”

Response to Conditions 49 and 50A

- 29.2 The proposed development includes 4 spaces within the basement, all accessible, for use by staff and authorised visitors. This level of provision is well within the maximum standards set out in Condition 49(a). Further, the number of accessible spaces proposed is well above the proportion required by part (c) of the condition, albeit that it is noted that the 5% stated is on a site-wide basis.
- 29.3 The four spaces are located in the centre of the upper basement, between Cores 2 and 3, and are accessed via the Access Ramp from Goods Way (see submitted Drawing KXC-A-001-T-BDP-00-09910). No other car parking is proposed. Vehicles will first pass through a controlled security barrier at the top of the ramp where, once cleared, they will be directed to the relevant bay by staff.
- 29.4 Further details on access and use of the proposed car parking is provided in Section 1.5 of the submitted Urban Design Report.
- 29.5 The details submitted here and in the Urban Design Report meet the requirements of Conditions 49 and 50A.

Condition 51 (Development to be Carried Out in Accordance with Permission – Cycle Parking)

30.1 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 cycle parking/storage standards as set out in Appendix 6 of the London Borough of Camden Replacement Unitary Development Plan 2006.

Reason: To ensure a comprehensive and sustainable development and in order to provide satisfactory provision for cyclists in the development in accordance with the Environmental Impact Assessment in accordance with policies KC6, T3 and Appendix 6 (Parking Standards) in the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 51

- 30.2 Overall, the proposals bring forward a total of 686 spaces for staff and visitors to the offices within the Zone A Building, at Lower Ground level. A further 50 spaces are provided within the public realm for staff and visitors to the retail units at ground floor.
- 30.3 Secure cycle parking for Google staff is located and accessed via a dedicated cycle parking entrance at ‘ground’ floor (Level 01)², at the northern end of the building. The location of the cycle store is shown on Drawing KXC-A-001-T-BDP-00-10M10. Shower, locker and changing facilities, as well as laundry and drying rooms, and a repair and servicing workshop are located on the lower ground level (Level 00), with the cycle parking area located at the mezzanine level above that (Level 00M).
- 30.4 The cycle parking area allows for a total of 686 spaces, provided in a combination of three Josta Parker single-tier (6 spaces) and 340 two-tier (680 spaces) racks. In addition, the proposals include 3 tricycle and 7 powered assisted wheelchair spaces at ‘ground’ floor adjacent to the North Entrance (Level 01).
- 30.5 When considered against the total floorspace for the Zone A Building, the proposed number of spaces significantly exceeds the 314 spaces required for staff and visitors based on the Unitary Development Plan (‘UDP’) standards referred to in the condition (i.e. 1 space per 250m² over a threshold of 500m² for both B1 and A1 uses, and of a minimum of 2 spaces plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time over a threshold of 500m², for the B1 use).
- 30.6 A further 50 spaces are provided in the public realm on the eastern footpath of the King’s Boulevard (5 x 5 Sheffield stands), for the retail element of the Zone A Building. This number exceeds the 45 spaces required for staff and visitors of the retail units for the 4,376m² of retail space proposed, based on the UDP standards outlined in paragraph 30.5 above.
- 30.7 Further details on cycle parking, including access to the storage areas, are provided in Section 1.5 of the submitted Urban Design Report.
- 30.8 These details meet the requirements of Condition 51.

² Due to the upwards gradient of the site, the ‘ground’ floor at the northern end of the building is shown on the submitted drawing for Level 01.

Condition 56 (Archaeology – Archaeological Investigation and Mitigation)

31.1 The condition and its reason state:

“No development shall take place in relation to each phase of the Development as notified under Condition 21 until the applicant, their agent or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the local planning authority.

Reason: Important archaeological remains may exist on the site. The requirements of this condition are to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development and to minimise damage to them in accordance with the Environmental Impact Assessment in accordance with policy B8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 56

31.2 A number of written schemes of investigation for archaeological work in Development Zone A have already been submitted and approved as part of the earlier Enabling Works applications for:

- The Shared Service Yard and Access Ramp (South) (ref. 2007/3284/P and 2008/5731/P);
- The Access Ramp (North) (ref. 2013/0510/P); and
- The Zone A Enabling Works (ref. 2013/1027/P).

31.3 Consequently, the requirements of Condition 56 have already been discharged in relation to Development Zone A.

Condition 60 (Amenity – Plant Noise)

32.1 The condition and its reason state:

“Applications for approval of Reserved Matters shall include full particulars of the noise impact of any plant or equipment included in that application which shall meet the following standards unless otherwise agreed in writing by the local planning authority:

(a) Noise levels at a point 1 metre external to sensitive facades to be at least 5dB(A) less than the existing background measurement (LA90) expressed in dB(A) when all plant/equipment are in operation;

(b) Where it is anticipated that any plant/equipment will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps) special attention to be given to reducing the noise levels from the piece of plant/equipment at any sensitive façade to at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To ensure a sustainable development and to safeguard the amenities of the development and adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment in accordance with policies SD1, SD6, SD7 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 60

- 32.2 A baseline noise monitoring survey by The English Cogger LLP (dated June 2007) was previously submitted to and approved by LB Camden in order to discharge the requirements of Condition 59. A further survey was subsequently carried out between December 2007 and March 2008 to include the ‘Triangle site’, resulting in a revised report dated April 2008. Those reports, referred to collectively as the ‘Baseline Noise Survey’ were undertaken to determine the pre-existing ambient noise levels across the King’s Cross Central site, prior to the commencement of any construction works.
- 32.3 In conformity with Condition 60, all noise generating building services plant/equipment will be specified and installed to achieve an acoustic performance at neighbouring sensitive facades (i.e. housing, schools, hospitals, offices and workshops), of at least 5 dBA below the prevailing baseline, as defined by the above report in relation to Condition 59. Further, plant will, where possible, be selected to avoid any tonal or impulsive characteristics described in part (b) of Condition 60. Where selected plant does have such characteristics, the noise from the plant will be designed to a limit of 10 dBA below the baseline measurement.
- 32.4 The nearest properties to the Zone A Building will be Buildings B2, B4 and B6, which sit on the west side of King’s Boulevard, the northern end of the Great Northern Hotel, and the residential buildings on York Way, specifically F1 and J which form part of the King’s Cross Central development, and existing residential properties on the east side of York Way. From the Baseline Noise Survey locations available, the nearest equivalent are the ‘GNH North’, ‘Fish and Coal’ and ‘York Central’ (residences along York Way). These locations are subject to the same road and rail noise sources as the nearest receptor properties referred to above.

32.5 For the purposes of assessing the Zone A Building, the GNH North noise levels have been used as representative for the Great Northern Hotel; Fish and Coal has been used for the Zone B; and York Central has been used for the residential buildings along York Way (including F1 and J).

32.6 The lowest background noise levels measured at different times of the day during the Baseline monitoring were as shown in Table 32.1 below.

Receptor	Minimum background noise level (LA90,15 min)		
	Day (0700-1900 hours)	Evening (1900-2300 hours)	Night (2300-0700 hours)
GNH	60	56	54
Fish & Coal	57	53	46
York Central	57	52	45

Table 32.1: Lowest Measure Noise Levels During Baseline Monitoring

32.7 The resulting noise limits for Zone A plant and equipment, measured at 1 m from the façade of the nearest noise sensitive neighbours are given in Table 32.2 below.

Receptor	Minimum background noise level (LA90,15 min)		
	Day (0700-1900 hours)	Evening (1900-2300 hours)	Night (2300-0700 hours)
GNH	55	51	49
Buildings in Zone B	52	48	41
Residences along York Way (F1 and J)	52	47	40

Table 32.2: Design Noise Limits at Sensitive Facades for Plant and Equipment

32.8 The preliminary plant selections and acoustic design works to date indicate that compliance with the specified criteria set out in the Table 32.2 can and would be achieved. The criteria have been derived having regard to the requirements of Condition 60 and in the context of the prevailing noise climate established in relation to Condition 59. They have been applied to the appropriate assessment, assuming that all non-emergency plant is operating simultaneously.

32.9 With regard to emergency plant, previous discussions with LBC Environmental Health Department have established that this may have a 5 dB relaxation from the relevant criteria for normally operating plant.

32.10 Commercial receptors, such as the Zone B buildings, will be occupied during normal working hours and therefore the preliminary plant selections and acoustic design works undertaken to date have been based on the daytime noise limits set out in the Table 32.2 for commercial buildings. During the evening, fewer items of Zone A plant will operate and at reduced duty, thus resulting in lower noise emission levels. At night, the majority of Zone A plant will not be operational.

32.11 For residential receptors, including the Great Northern Hotel, noise limits will be applicable during day, evening and night.

32.12 The design standards described above will be applied to any alternative plant selections made as a result of further design development.

Conditions 64 and 65 (Amenity – Volume of Spoil Removal and Lorry Movements)

33.1 The conditions and their reasons state:

Condition 64

“Unless otherwise agreed in writing by the local planning authority, the volume of spoil removed from the site shall not exceed 270,000 cubic metres within any calendar year.

Reason: to safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Condition 65

“Unless otherwise agreed in writing by the local planning authority, the number of lorry movements removing spoil from the site shall not exceed 31,500 within any calendar year.

Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment in accordance with policies SD6, SD7, SD8, SD12 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Condition 64 and 54

- 33.2 The question of managing spoil resulting from earthworks across Zone A is covered in the Earthworks and Remediation Plan included separately with this submission to satisfy condition 18.
- 33.3 That document also includes details of earthworks previously approved as part of Enabling Works applications for the construction of the Shared Service Yard/Access Ramp (South) and the Interim Service Road (both completed), and the Access Ramp (South) and ongoing site preparation works. As stated in our response to Condition 18, the necessary earthworks relating to construction of the Zone A building and basement would infill and remove up to 124,650m³ of material to and from the site. This figure excludes those approved works that have already been counted as part of the previous Enabling Works applications.
- 33.4 Where possible, suitable surplus material will be redeployed within Zone A or elsewhere on the KXC development, where fill is needed. Otherwise, surplus material will be transported away for appropriate disposal by lorry.
- 33.5 For the purposes of this condition, we have assumed that the full amount will be removed by lorry for off-site disposal. As such the figures below represent a worst-case scenario in terms of spoil removal and lorry movements. The net position over the relevant period for Zone A and other zones where earthworks will be under way is summarised in Table 33.1 below.

Development Area	2017	2018
Building R8	0	113,806
Buildings T2-T3	0	16,558
Building Q2	1,343	0
Zone A Building	124,650	0
TOTALS	125,993	130,364

Table 33.1: Anticipated net spoil exported from the KXC site (m³)

Notes

1 The table excludes completed projects, or those which are nearing completion, which do not give rise to any further spoil movements.

33.6 The annual removal figures are all plainly much lower than the annual site-wide limit for spoil removal of 270,000m³ specified by Condition 64.

Development Area	2017	2018
Building R8	0	13,389
Buildings T2-T3	0	1,948
Building Q2	158	0
Zone A Building	14,665	0
TOTALS	14,823	15,337

Table 33.2: Anticipated net spoil exported from the KXC site (lorry movements)

Conditions 66 and 67 (Amenity – Lorry Movements Importing Infrastructure and Construction Materials)

34.1 The conditions and their reasons state:

Condition 66

“Unless otherwise agreed in writing by the local planning authority, the number of lorry movements importing infrastructure materials to the site shall not exceed 8,300 within any calendar year.

Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Condition 67

“Unless otherwise agreed in writing by the local planning authority the number of lorry movements importing construction materials and plant to the site shall not exceed 73,000 within any calendar year.

Reason: To safeguard the amenities of the development, the adjoining premises and the area generally and to ensure that the development is carried out in accordance with the Environmental Impact Assessment in accordance with policies SD6, SD8, SD12, KC6 and T12 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Response to Conditions 66 and 67

- 34.2 Infrastructure materials are not defined in the condition or elsewhere in the planning permission document, but adopting a consistent approach with previous Reserved Matters submissions, they are taken to include road/paving build-up, kerbs, lighting poles, manholes/gullies, utility pipes and ducts and associated backfill and bedding provisions, landscape build-up and trees/planting and piling mats.
- 34.3 Since infrastructure materials make up only a small element of the incoming materials for the Zone A Building and associated public realm, it is considered appropriate in this case to combine this aspect covered by Condition 66 with the construction materials covered by Condition 67, both conditions being similarly constructed.
- 34.4 Taking the two elements together, the numbers of lorries delivering infrastructure and construction materials to the Zone A Building and associated landscaping, together with deliveries to other approved or submitted works in KXC, are set out in Table 34.1 below.

Development Area	2017	2018	2019	2220
Gas Holder Triplets	480			
CDY	3,252	1,219		
Building B5	2,729			
Building B6	656			
Building R5 (South)	2,095			
Building R3 & Zone R Gardens	1,300	2,185	140	
Building R7	155			
Building R1	2,574	390		
Building S2	126			
Building R8	500	4,350	3,260	550
Buildings T2-T3	469	470		
Building Q2	0	1,985	55	
Development Zone A	17,556	30,430	28,272	26,448
TOTAL	31,892	41,029	31,727	26,998

Table 34.1: Proposed lorry movements for infrastructure and construction materials at KXC

- 34.5 The figures for any one year are only a small proportion of the overall combined limit of 81,300 lorries (8,300 plus 73,000) for infrastructure and construction materials under Conditions 66 and 67 for the KXC site as a whole for any one calendar year. The conditions, therefore, would be met.

Section 106 Agreement – Section R (Pedestrian Bridge – Wharfdale Road to Boulevard)

- 35.1 Part 33.1 2, Section R of the KXC S106 Agreement sets out obligations relating to the provision of a new pedestrian/cycle route across Plots A3 and A4, referred to as route 'A1' on Parameter Plan KXC 007, and a new footbridge across the railway lines connecting A1 to York Way (identified as 'WR1' on the same plan). In particular, paragraph 1 of that section requires that:

“The reserved matters application for Development Plots A3 and A4 shall include design, technical and cost provision for the construction of Route A1, provided that such obligation only applies if, at the time of submission of such reserved matters application, the Council has either constructed, or is able to demonstrate to the reasonable satisfaction of the Developer a reasonable prospect of constructing within a reasonable period, WR1 to provide a link between the Boulevard and Wharfdale Road.”

- 35.2 Further, paragraph 3 provides that:

“if by the 31 December 2012 the Council has not secured the necessary permission and consents and the funding for the construction of WR1 the obligation upon the Developer in paragraph 1 shall cease and determine.”

- 35.3 Since the S106 Agreement was completed, separate studies have been undertaken between 2008 and 2009 by Network Rail, the London Borough of Camden and the London Borough of Islington which have each concluded that the bridge would not be feasible. Given the findings of those studies, the necessary permissions, consents and funding for a bridge have not been secured and no party is working actively to secure them. Therefore, as confirmed by the London Borough of Camden in its letter to the applicant of 10 January 2013 (reproduced after this section), the obligation to include details of route A1 in any Reserved Matters submission covering Plots A3 and A4 has ceased and determined. Consequently, no such details are provided as part of the current submission.



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10th January 2013

Dear Robert,

Town and Country Planning Act 1990 (as Amended)
Re: Section 106 Agreement signed 22 December 2006
Address: Euston Road – Kings Cross Central – Main site, London
Planning Reference No: 2004/2307/P

King's Cross Central - S106 Obligation relating to Section R: Pedestrian Bridge – Wharfdale Road to Boulevard

Thank you for your email to Rob Willis regarding section R of the above section 106 agreement which relates to the potential pedestrian bridge between Wharfdale Road and the Boulevard.

Paragraph 1 states that the *“reserved matters application for Development Plots A3 and A4 shall include design, technical and cost provision for the construction of Route A1, provided that such obligation only applies if, at the time of submission of such reserved matters application, the Council has either constructed, or is able to demonstrate to the reasonable satisfaction of the Developer a reasonable prospect of constructing within a reasonable period, WR1 to provide a link between the Boulevard and Wharfdale Road.*

Paragraph 3 provides that *“if by the 31 December 2012 the Council has not secured the necessary permission and consents and the funding for the construction of WR1 the obligation upon the Developer in paragraph 1 shall cease and determine.”*

I can confirm that the Council has not secured the necessary permission and consents and funding for the construction of WR1 as shown in drawing KXC 007 Rev S and therefore the obligation set out in paragraph 1 to include route A1 as shown in drawing KXC 007 Rev S in the reserved matters applications for Plots A3 and A4 has ceased and determined.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'T. Gallagher', written in a cursive style.

Therese Gallagher, for
Director, Environment Department.

C.C. Bhakti Depala London Borough of Camden S106 Monitoring Officer

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