

Address:	Kings Cross Central - Main site Granary Square Public Open Space and Stable Street Granary Square Land between Euston Road, St Pancras Station, Midland Main Line, The New Channel Tunnel Rail Link, York Way and Kings Cross Station.		1
Application Number:	2017/4642/P	Officer: Jennifer Walsh	
Ward:	St Pancras & Somers Town		
Date Received:	16/08/2017		
Proposal: Reserved matters relating to revised landscaping to Granary Square and Stable Street to reconfigure part of Stable Street and the bridge connecting Granary Square to Goods Way to become a shared surface for pedestrians and cyclists as required by conditions 9, 10, 12, 14, 16, 18-23, 31, 56 and 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.			
Drawing Numbers: TOWN279.2.02(08)5005; TOWN279.2.02(08)5010 Rev R03; TOWN279.2.02(08)5001 Rev 05; TOWN279.2.02(08)5003 Rev 04; TOWN279.2.02(08)6101 Rev R01; TOWN279.2.02(08)6201 Rev R01; TOWN279.2.02(08)6202 Rev R02; TOWN279.2.02(08)6203 Rev R02; TOWN279.2.02(08)6204 Rev R02; TOWN279.2.02(08)6401 Rev R02; TOWN279.2.02(08)7001 Rev R02; TOWN279.2.02(08)7003 Rev R02; TOWN279.2.02(08)7004 Rev R00; 20227/2024/SK05 Rev B;			
RECOMMENDATION SUMMARY: Grant the reserved matters application, subject to conditions, and agree to discharge the relevant associated conditions of outline planning permission 2004/2307/P.			
Applicant:		Agent:	
King's Cross Central General Partner Limited (KCCGPL)		Argent LLP 4 Stable Street Kings Cross London N1C 4AB	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GEA)
Existing	Open Space		2908
Proposed	Open Space		2908

Parking Details:

	Parking Spaces (General)	Parking Spaces (Disabled)
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: This application is being referred under part (ii) details of the siting, design and external appearance of more than 1000sqm of non-residential floorspace of the King's Cross Delegation Agreement agreed by the Development Control Committee on 26 July 2007.

EXECUTIVE SUMMARY

This report considers a reserved matters application submitted in respect of the King's Cross Central Outline Permission for changes to the Public Realm within Granary Square.

The implemented Outline permission for the Kings Cross Central masterplan area has already gained approval for matters relating to means of access, siting and landscaping. Although matters of detailed design and external appearance were both reserved for subsequent approval, the principles upon which the detailed development would come forward were well established within the Urban Design Statement, Revised Development Specification and Parameter Plan documents that were approved under the Outline permission.

This application seeks to build on the success of the public open space know as Granary Square which has become extremely popular and well used since opening in 2012. Granary Square and the Ghat Steps which provide seating and access down to the canal, are currently separated by Stable Street, a carriageway which functions as a north south, one-way route for servicing vehicles and taxis. Within the outline permission it was envisaged that this carriageway would ultimately become a two-way route, capable of accommodating service vehicles, taxis and, subject to the provisions of the Section 106 agreement, public transport. This application includes revised landscape details to pedestrianise the southern part of Granary Square, replacing the East West length of Stable Street with porphyry pavements to match the majority of the square and provide a shared surface for pedestrians and cyclists.

Accordingly, this report will consider:

- whether the proposed development is in full compliance with the Outline Permission's s106 legal agreement, conditions, guidelines and parameters;
- whether the matters of detailed design are in line with the general parameters agreed under the Outline permission and local policies;
- whether the details submitted for approval of the relevant Outline Conditions comply with the specific requirements of those conditions and where appropriate local policies.

1. SITE

- 1.1 Granary Square is located within the northern part of the Kings Cross Central development.

- 1.2 Details for Granary Square and Stable Street were included as part of the Reserved Matters submission for the Eastern Goods Yard (EGY) (Ref: 2007/5228/P), approved on 8 April 2008. The Granary Square works included an extensive area of public realm around the Granary Complex buildings, a new Primary Route (TS1) now known as Stable Street, bridge BR1 across the Regent's Canal connecting TS1 with Goods Way, and refurbishment of a section of the Regent's Canal towpath including a new set of seating steps linking the square to the towpath known as the 'Ghat Steps'. Granary Square was largely completed in 2012.
- 1.3 Since it opened, Granary Square has become an extremely popular and well used area of open space which is enjoyed by people of all ages throughout the year.
- 1.4 The site of Granary Square and the Ghat Steps is currently separated by a carriage way which since it opened in 2012, has operated a north south one-way route for service vehicles and taxis. There is currently no north bound access off Goods Way through the site.

2. THE PROPOSAL

- 2.1 The proposal is to pedestrianise Granary Square.
- 2.2 At outline stage the application provided for a Primary Route, TS1, to run through the southern half of the space, separating Granary Square from the Ghat Steps and the canal. TS1 is now known as Stable Street and whilst this route is currently only used as a one-way route, it was envisaged within the outline that this would become a two-way route for a wider range of vehicles including potentially, buses.
- 2.3 The routing of buses through the space is subject to the provisions in Section HH of the S106 Agreement. Section HH requires bus routes 63 and 394 services to be extended to the northern part of the site, and it does not include any specific obligation which requires these routes to go through Granary Square.
- 2.4 As the King's Cross Central site has been built out, the pedestrian flows through the square and the number of service vehicles and taxis using Stable Street has increased. This is set against the overwhelming popularity of Granary Square and the fountains which are the main attraction and contribute to the success of the whole space. As Granary Square has become more established as a lightly trafficked area with priority for pedestrians, the applicants feel that the introduction of more vehicles could increase the accident risk as pedestrians are currently unused to traffic in the space and move freely within it.
- 2.5 The current proposal seeks approval for a revised landscaping design which pedestrianises the southern part of Granary Square, replacing the east-west length of Stable Street with porphyry pavements to match the rest of the square and provide a shared surface for pedestrians and cyclists, although the route will not be marked or identified as a cycle route. Bridge BR1 will similarly be paved to create a continuous surface from the square to Goods Way, increasing the pedestrian capacity of the bridge. The proposal also seeks formal approval for an existing tree to the north of the Ghat Steps.

- 2.6 A turning circle is proposed to terminate Stable Street to the west of Granary Square, with lockable fold down bollards installed where it meets the proposed service access route to the Coal Drops Yard. This service route will be managed by the existing Estate Service team and deliveries will only be made between the hours of 06.00 and 10.00am.
- 2.7 The proposed landscape changes to Granary Square are considered to improve pedestrian safety and connections across the development and wider area, and support sustainable modes of transport.

Approvals of details

- 2.8 In addition to the reserved matters, the application also considers the details required by the relevant conditions attached to the outline permission.

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Condition number	Relevant matters / details required
3	Requirement to agree Reserved Matters
9	Landscaping details
10	Landscaping Programme
12	Landscaping - Steps and ramps
16	Reserved Matters submissions shall be accompanied by an urban design report
18	Reserved Matters submissions shall be accompanied by an earthworks and remediation plan
19	Reserved Matters submissions shall be accompanied by an access statement
20	Reserved Matters submissions shall be accompanied by an illustrative build-out plan
21	Reserved Matters submissions shall be accompanied by a construction timetable
22	Reserved Matters submissions shall be accompanied by a servicing strategy
23	Reserved Matters submissions shall be accompanied by a highways plan
31	Development shall be carried out within the defined parameters
56	Archaeological investigation and mitigation
64	Annual limit on spoil extraction
65	Annual limit on lorry movements associated with spoil extraction
66	Annual limit on lorry movements for importing infrastructure materials
67	Annual limit on lorry movements for importing construction materials

3. RELEVANT HISTORY

- 3.1 **2004/2307/P:** Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities. **GRANTED 22/12/2006.**
- 3.2 **2007/5228/P:** Reserved matters relating to The Eastern Goods Yard (Development Zones L and G) pursuant to conditions 2, 3, 6, 7, 10, 12, 16 to 23 (incl), 25 to 28 (incl), 31, 32, 35 to 38 (incl), 45 46, 48, 49, 51, 55, 56, 59, and 64 to 68 (incl) of planning permission granted subject to a section 106 legal agreement dated 22nd December 2006 (ref. 2004/2307) (outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area). **GRANTED 08/04/2008.**
- 3.3 **Relevant Applications**
2017/4675/P: Amendment to wording of Condition 31 (Parameter Plans and (Development Specification) of outline planning permission 2004/2307/P granted 22/12/06 in association with the introduction of a flexible primary route to facilitate the pedestrianisation of Granary Square. **REGISTERED (this application is recommended for approval under delegated powers to be decided in line with the application being discussed).**
- 3.4 The key document containing the approved outline proposal is the 'Main Site Revised Development Specification' and accompanying Parameter Plans'. This actually consists of four separate documents:
- The Revised Development Specification itself, incorporating Annex A – Supporting Infrastructure Works and Facilities; Annex B –Floorspace Schedule for Development Zones; Annex C –Specification for Access and Circulation Routes; Annex F –Summary of Scheme Revisions and Refinements
 - Revised Annex D Landscape Proposals Plans (bound separately);
 - Annex E Specification of Works to Retained Historic Buildings and Structures (bound separately)
 - Revised Parameter Plans (bound separately).

3.5 The outline permission, granted in 2006 was subject to a total of 68 conditions covering reserved matters and other details and an accompanying S106 agreement securing 40 heads of terms. The following conditions have already either been discharged in their entirety or compliance has been demonstrated:

Condition 1 - commencement of development.

Condition 2 - submission of first reserved matters within 5 years.

Condition 13 - approval of reserved matters for at least 25,000sqm GEA of built accommodation prior to development commencing in Zones A, B, F, J, P, Q, R, S or T;

Condition 14(a) - approval of reserved matters for at least 70,000sqm GEA of built accommodation within 3 years of the permission.

Condition 59 - baseline noise monitoring - discharged site-wide by LBC letter 12/06/07.

Condition 68 - survey for unexploded WW2 bombs - discharged LBC letter 12/06/07.

3.6 In accompaniment to the Outline Planning Permission, were various heritage consents. Four associated listed building consents were granted on 22/12/06 for demolition of Stanley Buildings North (2004/2312/L), partial demolition of the Great Northern Hotel (2004/2313/L) and East Handyside Canopy (2004/2316/L) and the dismantling and relocation of Gas Holder No. 8 (2004/2315/L). In addition, four conservation area consents were granted on 22/12/06 for demolition of unlisted buildings within the conservation area these included the Culross Buildings, the adjoining Culross Hall and 41 Battle Bridge Road (2004/2317/C), Plimsoll Viaduct (2004/2318/C), the Western Goods Shed (2004/2321/C) and various other buildings and structures across the site (2004/2320/C). None of these have any direct bearing on the Granary Square reserved matters proposals.

3.7 To date reserved matters approvals have been granted for Zones A, B, G, J, L, R, T, V, W and sub-zones S2, P1, G1, Q2, Zone C (Great Northern Hotel), Zone D (German Gymnasium), Zone E (Stanley building), Regeneration House, the Boulevard, Canal Square, Pancras Road, Granary Square, Handyside Park, Cubitt Square, Cubitt Park and Tapper Walk to the north of Cubitt Park. In addition, full planning permission has been granted for student housing on Plot T6, a university on Plot R1 and retail development at Coal Drops Yard.

3.8 Section R (Pedestrian Bridge – Wharfdale Road to Boulevard) of the Section 106 agreement set out an obligation relation to the provision of a new pedestrian/cycle route in Zone A 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 (WR1 on KXC 007). Since the S106 Agreement was completed, separate studies were undertaken between 2008 and 2009 by Network Rail, the London Borough of Camden and the London Borough of Islington which concluded that the bridge was not feasible. Under the requirement of the S106 as the Council did not secure "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." This was agreed in writing by the London Borough of Camden in writing on 10th January 2013, and as such the obligation has ceased and determined.

4. CONSULTATIONS

Statutory Consultees

4.1 **English Heritage** – Have confirmed that the application should be determined by the Council in accordance with national and local policy guidance.

4.2 **Thames Water** – No response has yet been received.

4.3 **Transport for London – (Borough Planning)** – OBJECT to the proposals on the following grounds:

- The masterplan consent included a £500,000 S106 contribution to TfL for establishment of a bus service to serve the northern part of the site.
- The proposal now aligns with the new TfL Health Streets approach however it would preclude the extension of bus route 63 via Kings Boulevard and Granary Square. Furthermore, no viable alternative bus route has been proposed by the applicant to replace it, either in this application or during earlier discussions.
- The £500,000 S106 contribution should still be paid to TfL. If a new bus route cannot be agreed prior to determination, the sum should be spent at TfL's discretion on Healthy Streets measures and infrastructure including but not limited to a new Cycle Hire docking station, Legible London signage across the site, and other improvements to walking, cycling and public transport connectivity and journey experiences in the local area.
- TfL also seeks confirmation the square would at all times of day be permanently shut to all vehicles except emergency vehicles if buses cannot use it. This should be secured by appropriate planning obligations. Servicing should also continue to be strictly limited to outside periods of peak pedestrian congestion, as secured in the original planning consent.
- The applicant and Council should liaise with the Metropolitan Police and consider the potential for acts of terrorism involving vehicles driving into crowds.

Officers Response – *Please refer to section 6.54 – 6.59 where the bus route is discussed. In relation to the Cycle Hire docking Stations, this has been discussed with the applicant and they are looking into the current location of the docking stations and the distant between each one, in line with TfL's guidelines. Across the King's Cross Central site, a comprehensive signage approach has been taken and recently installed. Officers do not consider there to be an additional requirement for Legible London signage to be incorporated in this instance. The Metropolitan Police have been consulted on this application and have provided comments.*

4.4 **Canal and Rivers Trust** – No response has been received.

Non-Statutory Consultees

4.5 **Kings Cross CAAC** – No reply to date

4.6 **Regents Canal Conservation Area Advisory Committee** – No reply to date

4.7 **Kings Cross Development Forum** – No reply to date

4.8 **Metropolitan Police Crime Prevention Design Advisor** – comment on the application as follows:

- The retractable barriers to be fitted for service vehicles which require to enter The Coal Yard should be tested to PAS 68-1 2:2013;
- Retractable barriers should be considered from the entrance onto Granary Square from Goodsway.
- Cycle stands should be monitored by CCTV and lighting to cover the area at 40% uniformity should complement the existing CCTV.

Adjoining Occupiers

4.9 2 site notices were displayed within Granary Square. These advertised comments from 18/08/2017 to 08/09/2017. Further, a press notice advertising the application was published in the Ham & High newspaper on 24/08/2017.

5. POLICIES

5.1 The December 2006 outline planning approval forms the basis for determining the reserved matters approvals for the various development zones that make up Kings Cross Central.

5.2 The outline approval was itself based on an assessment of national, regional and local policies existing at the time. Where these policies change, their influence can only over-ride on matters which have not already been set down in principle by the outline permission.

5.3 In the case of the current reserved matters submission and details for approval, the Local Plan policies considered to be of particular relevance are set out below. However, it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations:

5.4 Local Plan – Adopted 3rd July 2017

- G1 – Delivery and location of growth
- A1 – Managing the impact of development
- A2 - Open Space
- A3 - Biodiversity
- D1 – Design
- D2 - Heritage
- CC1 – Climate change mitigation

CC3 – Water and flooding
CC4 – Air Quality
DM1 – Delivery and monitoring
C1 - Health and wellbeing
C5 - Safety and security
C6 – Access
T1 – Prioritising walking, cycling and public transport
T3 – Transport infrastructure
T4 – Sustainable movement of goods and materials

5.5 **Camden Site Allocation Plan 2013**

5.6 **Supplementary Planning Policies**

CPG 1 Design 2015
CPG 3 Sustainability 2015
CPG 6 Amenity 2013
CPG 7 Transport 2013
CPG 8 Planning Obligations 2015

Kings Cross/St Pancras Conservation Area Statement 2003

5.7 **London Plan 2016**

5.8 **National Planning Policy Framework 2012**

6. **ASSESSMENT**

6.1 The executive summary paragraph, at the outset of this report, explains how this Reserved Matters application must be assessed. The principal considerations material to the determination of this application are summarised as follows:

- **Land use and development context** (compliance with the parameters/guidelines and development specifications defined by the Outline permission);
- **Inclusive Design** (including access and security)
- **Landscape and public realm**
- **Sustainability and climate change** (including BREEAM, energy/carbon reduction, biodiversity, water and recycling)
- **Transport** (including servicing and spoil and lorry movements)
- **Noise mitigation**
- **Archaeology**
- **Other environmental issues (including earthworks and remediation)**

Land use and development context

6.2 The outline permission sets out a masterplan to guide the growth that will form Kings Cross Central and sets out its vision in the 'Revised Development Specification' (RDS) and accompanying 'Parameter Plans'. Parameter Plan KXC 004 identifies Granary Square as a Principal Public Realm Area and zones for the

construction of two bridges across the canal to link the square with Goods Way to the south.

- 6.3 These spaces and routes form the underlying framework for the comprehensive development of the site. Sitting alongside this plan, KXC 007 fixes the various access and circulation routes, including a Primary Route, TS1, which runs alongside the Western Transit Shed and across the southern part of the square and one of the new bridges (BR1) to Goods Way. Primary Routes are described in paragraph 4.32 of the Revised Development Specification, which forms part of the Outline Planning Permission:

“Primary Routes would provide the main circulation corridors for vehicles within the site. These would accommodate articulated buses and service vehicles...”

The nine Primary Routes shown on Parameter Plan KXC 007 form a network of routes across the King’s Cross Central development, of which TS1 forms part. A Section 96A application (Non Material Amendment) application has been submitted alongside this Reserve Matters application (ref: 2017/4675/P) to amend Parameter Plan KXC 007 and the relevant sections in the Revised Development Specification to facilitate the removal of part of Stable Street (TS1) and pedestrianisation of Granary Square. Please refer to paragraphs 6.16- 6.19 where this is relevant application is discussed in more detail.

- 6.4 A Reserve Matters application was submitted for the Eastern Goods Yard (Ref: 2007/5228/P) and was approved in April 2008. This application included details for Granary Square and Stable Street which included an extensive area of public realm around the Granary Complex building, including the creation of four panels of fountains, benches and formal trees.
- 6.5 As previously stated, Granary Square has become very popular since its opening in 2012 with visitors, workers and residents alike. The square has played host to a number of art installations and public events throughout the years, whilst the fountains attract a significant number of children and families.
- 6.6 The proximity to the fountains and therefore pedestrians from Stable Street to the main area of the public realm is an additional consideration which was not envisaged at outline stage. The applicants consider that the introduction of additional vehicles to the square could increase the accident risk as pedestrians are currently unused to traffic in the space and move freely within it.
- 6.7 Since the outline Planning Permission was granted, policy and strategy have also moved on. The Council’s Transport Strategy (2011) includes a road user hierarchy which seeks to prioritise walking and cycling over other modes of transport. “A City for all Londoners” (2016) sets of the Mayor of London’s vision to reduce vehicle dominance, enhance road safety and improve air quality across the capital. TfL have also produced a document on Healthy Streets for London (2017) which includes aspirations to improve the street environment and encourage people to walk or cycle.

Compliance with the outline permission

- 6.8 The applicant has provided a detailed commentary addressing each relevant outline condition in the form of a 'Compliance Report' dated August 2017 accompanying the submission, which has aided the assessment of the primary facets of the Granary Square development as set out below.
- 6.9 Condition 31 of the outline planning permission set a requirement for subsequent reserved matters applications to comply with the various parameters set out as a series of drawings and tables included as annexes to the 'Outline Planning Revised Development Specification' document. These set the context for a whole range of issues including appropriate land use(s), floorspace, landscape issues, access and circulation, heights and levels. The Granary Square reserved matters proposals have been prepared with reference to the relevant parameters as required by condition 31. As this submission only relates to public realm, Parameter Plans referred to in sub-paragraphs (b) Development Zones, (e) upper floor land uses, (f) ground floor land uses, (j) strategic views, (h) massing, (i) heights, (k) basements, (n) gas holders, (m) utilities and (o) priority zones for green/brown roofs do not apply.

Illustrative Build Out Plan (Condition 20)

- 6.10 In line with condition 20, two illustrative Build-Out plans have been submitted. The plans are clearly labelled and informative and therefore, the details and considered to meet the requirements of Condition 20.

Principal Public Realm Areas (condition 31 a)

- 6.11 Condition 31 (a) states that development should accord with parameter plan KXC004 Rev. S, which defines the principal public realm areas. The proposals include the pedestrianisation of Stable Street where it crosses Granary Square on an east-west axis to Bridge BR1. A turnaround for vehicles is now proposed at the south-western corner of the square to Stable Street, with only servicing vehicles gaining access to Coal Drops Ramp between 6am and 10am via lockable fold-down bollards and a designated service route.
- 6.12 The existing street furniture is to be retained. The proposals are considered to enhance Granary Square's importance as a Principal Public Realm Area by providing more open space and giving priority to pedestrians and cyclists.

The Regent's Canal (condition 31c)

- 6.13 The proposals continue to retain Granary Square as a Principal Public Realm Area, as identified on Parameter Plan KXC 006. The revised proposals to remove the southern section of Stable Street and pedestrianise the whole of Granary Square continue to meet with the aspirations of this area as defined on this parameter plan. This proposal accords with parameter plan KXC 006.

Development Zone boundaries and uses (conditions 31b, e and f)

- 6.14 Parameter Plan KXC005 indicatively divides Development Zone A into five adjoining plots A1-A5. The proposals see these plots brought forward at the same time and as a single building within the boundaries so defined and is therefore accepted as being in accordance with KXC005. This is in line with what has been previously been agreed across the wider site, including for 6 Pancras Square and the previous extant permission for this site. The mix of uses incorporated, being

class B1, with retail use class A1 at ground level. The development accords with the summary description for Zone A set out in the outline planning Development Specification.

Principal Access and Circulation Routes (condition 31d)

- 6.15 Condition 31 (d) states that development should accord with parameter plan KX007 Rev S, which shows the principal access and circulation routes.
- 6.16 A separate Non-Material Amendment application pursuant to S96A of the Town and Country Planning Act 1990 has been submitted alongside this Reserved Matters Submission to amend Parameter Plan KXC 007 and the relevant sections in the Revised Development Specification to facilitate the removal of part of Stable Street (TS1) and pedestrianisation of Granary Square.
- 6.17 Parameter Plan KXC 007 currently shows Stable Street running though Granary Square to Goods Way, as per the implemented scheme. This route (TS1) is identified on the plan as a 'Primary Route'. Within the Revised Development Specification, paragraph 4.32 confirms that such routes would accommodate articulated buses and service vehicles, yet it is not stipulated within the accompanying Section 106 legal agreement that buses would have to utilise this route specifically.
- 6.18 It is accepted by both the applicant and the Council that this application to remove part of Stable Street is a departure from Parameter Pan KXC 007 and the relevant elements of the Revised Development Specification. A separate application for a non-material amendment pursuant to Section 96A of the Town and Country Planning act 1990 has been submitted separately and seeks to amend Condition 31 (d) to refer to an updated Parameter Plan KXC007 and revised paragraphs 4.31 to 4.33 of the Revised Development Specification, and thus facilitate the proposed works to Granary Square.
- 6.19 This non material amendment seeks to propose a 'Flexible Primary Route' is referred to which would allow the option of either keeping these routes as Primary Routes for Vehicle, cycle or pedestrian use or creating shared routes mainly for pedestrians. Having regard to the foregoing, officers agree this is a non-material change to the Outline Planning Permission. Should the committee resolve to grant reserved matters permission for the landscaping, a decision will be issued under delegated powers

Development Finished Site Levels (conditions 31g)

- 6.20 Condition 31 (g) states that development proposals should comply with parameter plans KXC012 Rev T which indicate finished site levels. The submitted Site Levels plan confirms compliance with 31(g) read in conjunction with the limits of deviation.

Servicing arrangements (condition 31 l)

- 6.21 Condition 31 (l) cross refers to parameter plan KXC017 Rev R which relates to servicing arrangements. This parameter plan shows Granary Square to be a Principal Public Realm area.

- 6.22 The Coal Drops Ramp will continue to provide servicing for the Coal Drops Yard, Fish and Coal Building and Building H, in accordance with Parameter Plan KXC017. Vehicles will access the Coal Drops Ramp via the service route (GS2), leading from the proposed turning head at the end of Stable Street. Access to the service route and Coal Drops Ramp will be controlled by lockable fold-down bollards, which would be managed by the King's Cross Estate Services Team. The ramp will only be used for servicing between the hours of 6am – 10am. The service strategy is also discussed under the Transport section.

Archaeological Investigation and Mitigation (Condition 56)

- 6.23 Condition 56 states that no development should take place until a programme of archaeological work has been approved by the Council.
- 6.24 Two Archaeological Written Scheme of Investigations (WSIs) have already been approved for the area falling within the submission boundary pursuant to the Reserved Matters approvals for the Eastern Goods Yard (ref. 2007/5228/P) and the Fish and Coal Building (ref. 2014/5272/P). These WSI's were provided by Pre-Construct Archaeology and MOLA, respectively. The programme of archaeological works set out in the WSIs for these submissions were implemented as part of the construction of Granary Square and the public realm associated with the Fish and Coal Building, including works to the Coal Drops Ramp and service access route from Stable Street. Therefore, the condition has already been satisfied.

Landscape, public realm and design

- 6.25 Condition 16 of the outline permission states that all reserved matters applications relating to the design of new buildings and to landscaping of the public realm should be accompanied by an urban design report which explains the approach to design and how it meets the design guidelines. The application is accompanied by an urban design report which demonstrates the approach to the design of the public realm. The proposals included within this application seeks to extend the area of public realm across the existing carriage way and combine the space into one large pedestrianised area.
- 6.26 The proposals include removing the road surface and kerb line and replacing it with the existing porphyry paving to match the existing Granary Square. The service route to Coal Drops Yard is to be paved in porphyry paving and edged with a flush granite kerb. The line of the original canal basin is proposed to be demarcated with flush porphyry pavements in a different paving arrange, to continue the existing line which is broken due to the current carriageway in Granary Square, and the termination of Stable Street is to be demarcated with a wide granite Kerb with the road surface going in with granite setts to match the existing street.
- 6.27 The proposed materials are considered appropriate and would allow the creation of a continuous surface and seamless extension to the existing square harnessing the successful design of the existing public realm which compliments the wider conservation area as well as the neighbouring Listed Buildings.

- 6.28 The square is not proposed to be marked as a cycle route, but cyclists will be able to share with pedestrians. This is consistent with the approach which has been adopted across the wider site.
- 6.29 The proposed scheme has been developed by the same landscape architects who originally conceived and design Granary Square. This has ensured that the proposals deliver a single coherent area of public realm which enhances the existing space and does not compromise on the use or the value of the area. The removal of vehicle access across Granary Square and the existing bridge is considered to be an appropriate solution to minimise the conflict between vehicles and pedestrians thereby, improving the safety of users of the public realm. The proposals are considered to enhance the user experience of this area as well as the visual interaction and connection of the wider listed buildings surrounding the site.
- 6.30 In line with condition 9, parts a) and c) of part 9 are considered relevant. Part a) considers details of all the existing trees and part c) includes details of the treatment of all trees to be retained within the submission boundary.
- 6.31 Included within this application, is one existing plane tree to the north side of Ghat steps which has been in situ since 2012. Following informal discussions with Historic England and Camden Officers, the location was decided yet it did not form part of the original reserve matters approval. Consequently, approval is sought for this tree as part of this submission to formalise the position.
- 6.32 In order to avoid damage during construction, it is proposed that the existing tree will be protected by fencing including the root protection area. The proposed works would not result in any changes to the ground finishes and drainage of the existing tree. It is considered that the existing tree is located a 'safe' distance from the proposed works and therefore due to the protection which would be installed, it would be sufficiently protected during the proposed works. There are no proposed building foundations which would affect the existing tree. As such, compliance with condition 9 and 10 has been met.
- 6.33 Through continuing the same design, the proposals seek to extend very successful area of public realm without harming the character nor appearance of the wider conservation area. The landscaping of these spaces is designed to integrate with the approved details for the adjacent public realm which is already completed and has been well received.

Inclusive design

- 6.34 A detailed access statement, dated August 2017 has been submitted with the application as required by condition 19 of the outline permission. This provides an in depth commentary of the scheme and how access will be managed to ensure an inclusive environment is provided. The applicant has also consulted with the King's Cross Access Forum in line with Section V of the S106 Agreement, which was carried out at pre-application stage. As such inclusive design has been conceived from an early stage in the design process and is integral throughout the design.

- 6.35 The Access and Inclusivity Statement submitted to comply with Condition 19. There is no new seating proposed as part of this application. The existing lighting within Granary Square will be retained. In response to condition 12 (Steps in Landscaping) there are no steps proposed as part of this submission as the levels of Granary Square are to be amended over the infilled road to produce a single level surface. The details demonstrate compliance with condition 12 and 19.
- 6.36 Overall the access and inclusivity statement submitted for the purposes of condition 19 provides a sound commitment to the development being accessible and meets the requirements of the condition.
- 6.37 Section I of the s106 legal agreement secures an estate wide public safety and CCTV strategy to deal with issues of security and community safety across the site. It is considered that the CCTV and regular patrols secured under the S106 agreement, will proactively discourage opportunities for crime and presents a safe environment for all.

Transport

- 6.38 The broad principles of access and circulation for the wider Kings Cross site have already been approved by the outline planning permission and reserved matters proposals must demonstrate how these principles are being followed through submission of various details required by conditions.

Service Strategy

- 6.39 Condition 22 requires that any relevant reserved matters application is supported by a servicing strategy which is consistent with parameter plan KXC017 (servicing). The strategy should include details of the proposed hours of servicing and the mechanisms which are to be used to ensure that loading and unloading takes place in accordance with the strategy. Condition 58 states that unless specified otherwise by the local planning authority in the reserved matters approval there shall be no restriction on the hours of servicing of any of the buildings within the development.
- 6.40 The Urban Design Report and the Compliance report includes information on servicing in response to condition 22. The proposed changes to Stable Street and Granary Square will have an impact on some of the existing servicing arrangements for the buildings which surround and use Granary Square. These include the Western Transit Shed, The Lighterman public house, Coal Drops Yard, Fish and Coal building and Building H.
- 6.41 Alternative solutions, primarily using the West Handyside Canopy and Stable Street for servicing to Western Transit Shed and The Lighterman have been proposed and are considered acceptable. Servicing for Coal Drops Yard, Fish and Coal and Pavilion H are to be unchanged from previous approvals. These buildings will be serviced via the service route between the Stable Street turning circle and the Coal Drops Ramp between the hours of 6am and 10am daily.
- 6.42 It is proposed that lockable fold-down bollards are to be installed at the edge of the proposed turning circle at the end of Stable Street. These will be managed by the Kings Cross Central Estate Management Team.

- 6.43 Due to alternatives being proposed and the service ramp being fully managed and only accessible between the hours of 6am – 10am, the main peak hours of the Square have been avoided. These details are considered sufficient to meet the requirements of condition 22.

Highways Plan

- 6.44 As a result of the proposed pedestrianisation of Granary Square and Bridge BR1, the existing vehicular junction with Goods Way (GWE on Parameter Plan KXC 007) will be removed and replaced with natural stone paving to match the current footpath along Goods Way. The level of the carriageway on the bridge will be increased to meet that of the existing pavement level and raised tabled on Goods Way. Bollards are proposed to be located at this entrance to ensure that vehicular traffic is aware that this is no longer a carriageway. The general arrangement has been submitted and is considered acceptable to discharge this condition.

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

- 6.45 Due to the high level of development on the Kings Cross Central Development, the expected number of construction vehicle movements across the site and for individual developments is restricted in the Original Planning Permission. Kings Cross Estates are limited to a total of 73,000 vehicle movements per year across the whole area under the requirements of condition 67. Condition 66 relates to the number of lorry movements importing infrastructure materials to the site. As infrastructure materials make up only a small element of the incoming materials for this proposal, it is agreed that both aspects are covered by condition 67 in this instance.
- 6.46 As provided in the Planning Compliance Report this site is anticipated to contribute an additional 100 trips. These additional vehicles bring the total number across the whole development to 31,945 (2017), 41,216 (2018), 31,827 (2019) and 26,998 (2020).
- 6.47 The information submitted is considered to satisfy conditions 66 and 67.

Archaeology

- 6.48 A number of written schemes of investigation have already been submitted for archaeological work in the submission boundary for the Eastern Goods Yard (2007/5228/P) and the Fish and Coal Building (2014/5272/P). The reports were provided by Pre Construct Archaeology and MOLA. Consequently, conditions 56 can be considered discharged for the purposes of Granary Square.

Earthworks and remediation

- 6.49 An Earthworks and Remediation Plan (ERP), prepared by Price and Myers dated August 2017, accompanies the application with regard to discharge of condition 18. The report has been produced in relation to both the pedestrianisation of Granary Square and also the proposals for Pavilion H. This follows a number of ERPs which have previously been submitted and approved in relation to the Reserved Matters approval for the Eastern Goods Yard (2007/5228/P). The ERP confirms

that the proposed works to part of Stable Street and to create a new turning head will involve removing the existing hard finishes to the carriageway, raising existing levels with a layer of regulating concrete and laying the proposed finishes.

- 6.50 As discussed in the Transport section above, Conditions 64 and 65 limit the volume of spoil and number of lorry movements associated respectively. Condition 66 and 67 are similar, except in that they relate to imported material and associated lorry movements. Information on spoil and lorry movements to enable conditions 64-67 to be monitored is included in the submitted Compliance Report.
- 6.51 The total removal of spoil from the basement excavation for the proposed Zone A building alone would be up to 65 cubic metres giving rise to 8 additional lorry movements the combined lorry movements are expected to be well within the combined limit for any one year set by conditions 64-67.

Environmental impact statement

- 6.52 An Environmental Statement was submitted with the original outline planning application in accordance with the relevant EIA Regulations. That statement, together with other relevant environmental information as referred to elsewhere in this report, was duly considered before outline planning permission was granted on 22 December 2006. Officers are satisfied that the environmental information already before the Council is adequate to assess the environmental effects of the development and that further environmental information is not required. Officers have taken the environmental information into consideration in making their recommendation that the reserved matters should be approved.

Section 106 legal agreement

- 6.53 Section HH of the Section 106 Agreement sets out obligations in relation to improvements to bus services, specifically Routes 390, 63, 394 and 214. The section includes provision for Route Contributions to be paid to the Council, who in turn pay the money to TfL to apply them to the specified route improvements.
- 6.54 The details in relation to the 'Trigger' points for the contributions are outlined with paragraph 5 and 6 of Section HH. Based on current development programmes as detailed by the applicant, the first contribution of £166,000 for Route 63 is expected to become due in Q2 in 2018. Two further payments of £166,000 are required on the first and second anniversary of the original payment.
- 6.55 Under paragraph 14, the Developer is obliged to notify the Council at least 6 months in advance of the anticipated date of the first payments, and TfL shall consult with the Developer before implementing any changes to the bus service pattern which will benefit from that payment. On receipt of the Route Contributions, TfL is required to apply them only towards the provision of the Route Improvements, as defined above (paragraph 15) and to use reasonable endeavours to commence such improvements as soon as reasonable practicable but in any event, within 2 years from the date of receipt (paragraph 16).

- 6.56 The S106 agreement does not define the specific route these services would take through the northern part of the site, either in the text nor in reference to a plan. Whilst the Outline Planning Permission accepted that the Primary Routes shown on Parameter Plan KXC 007 could accommodate buses (and service vehicles), there is no requirement for buses to be routed via Stable Street or indeed King's Boulevard under the outline permission or the S106 Agreement. Once the payment is triggered, the Council would then pass the monies onto TfL. TfL are then required to use reasonable endeavours to commence the Route Improvements which could include extending the Route 63 into the northern part of the site. However, there is no requirement on the applicant to provide a viable alternative route for the 63 bus. It is considered by the Council and the applicant alike, that there are alternative routes via York Way for TfL to extend the route around the northern part of the site, and therefore the applicant has met the expectations of the agreement.
- 6.57 The Applicant and the Council have met with TfL prior to submission of this application to discuss potential alternative routes for the 63 bus. Currently TfL consider that a route which would involve York Way providing access to the north of the site would not be viable, yet the Council consider that this could change as the rest of the site becomes redeveloped and fully occupied. Within those discussions it has been agreed with the applicant, that if an alternative route extension cannot be found, the applicant would be happy to discuss with TfL and the Council alternative uses for the S106 monies pursuant to paragraph 19 of Section HH and make representations accordingly.
- 6.58 The proposals to pedestrianise Granary Square and remove the carriage way are considered to be consistent with Section HH of the S106 Agreement and do not preclude the extension of Routes 63 or 394 to the northern part of the development as set out in the same agreement. Further, the application does not seek to change the obligations around contributions relating to these, or other, bus services, which will be in accordance with the relevant triggers. The Council welcome ongoing discussions with the applicant and TfL on these matters.

7. **CONCLUSION**

- 7.1 Permissible under the Outline consent, this reserve matters proposal brings forward the pedestrianisation of Granary Square.
- 7.2 Overall it is considered that the pedestrianisation of Granary Square display a strong commitment to attaining the level of quality and detail demanded of this complex site and will make a strong positive contribution to the area. The area will create additional public realm in an area which is well used by visitors, residents and workers alike. In view of the above it considered that the proposed amendments to Granary Square would make a strong positive contribution to the ongoing regeneration of the Kings Cross area and is recommended for approval.

8. **LEGAL COMMENTS**

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

9 RECOMMENDATION

- 9.1 That members approve the reserved matters application for Granary Square (subject to the conditions attached) and agree to discharge the relevant associated conditions that form part of the outline planning permission granted 22/12/06 (2004/2307/P).

Conditions and Reasons:

- 1 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:
 - a) Manufacturer's specification and details of the proposed bollards (to be submitted to the Local Planning Authority) and samples of those (to be provided on site).

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

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

2. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

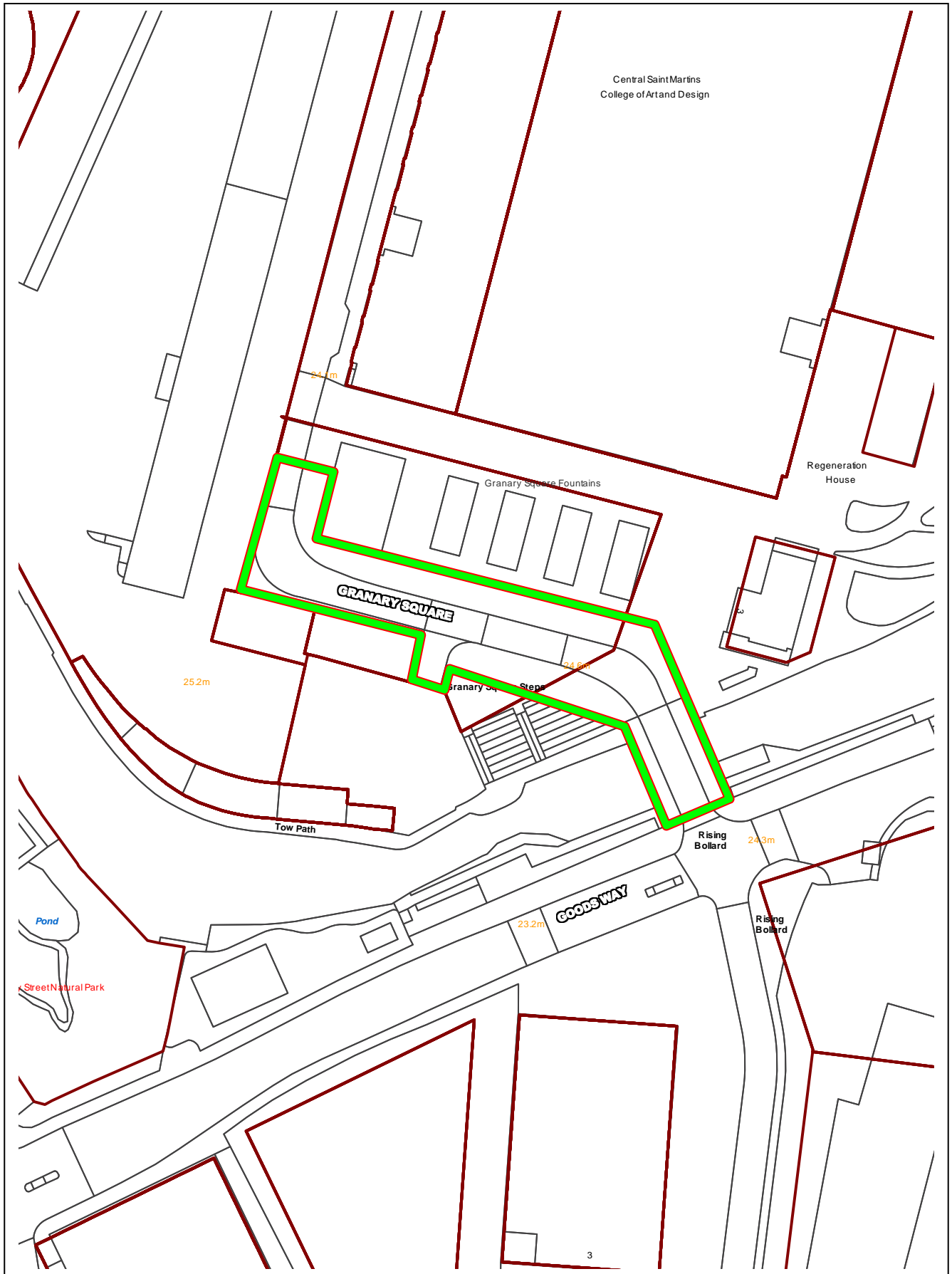
Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, A5, D1, and D2 of the London Borough of Camden Local Plan 2017.


Informative(s):

- 1 The following conditions on the outline permission (ref 2004/2307/P) relating to the relevant subject areas described in this reserved matters and approval of details application are now partially or wholly discharged: 9,10,12, 16, 18, 19, 20, 21, 22, 23, 31, 56 and 64-67. You are however reminded of the need to comply with all the ongoing requirements of the controlling conditions of the outline permission, and where relevant, the recommendations of the various method statements and reports which have been approved pursuant to conditions.
- 2 Noise from demolition and construction works is subject to control under the

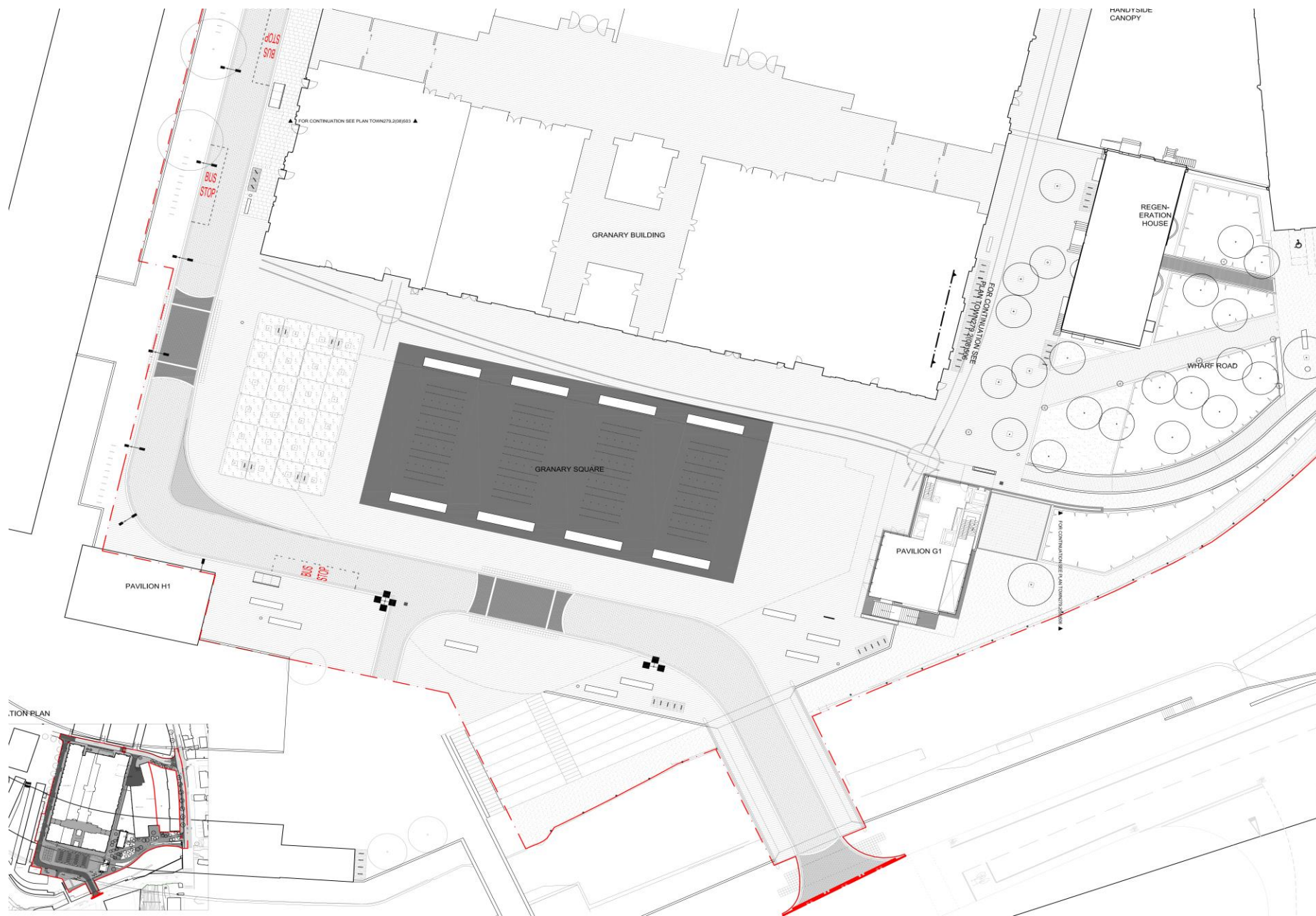
Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

- 3 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).

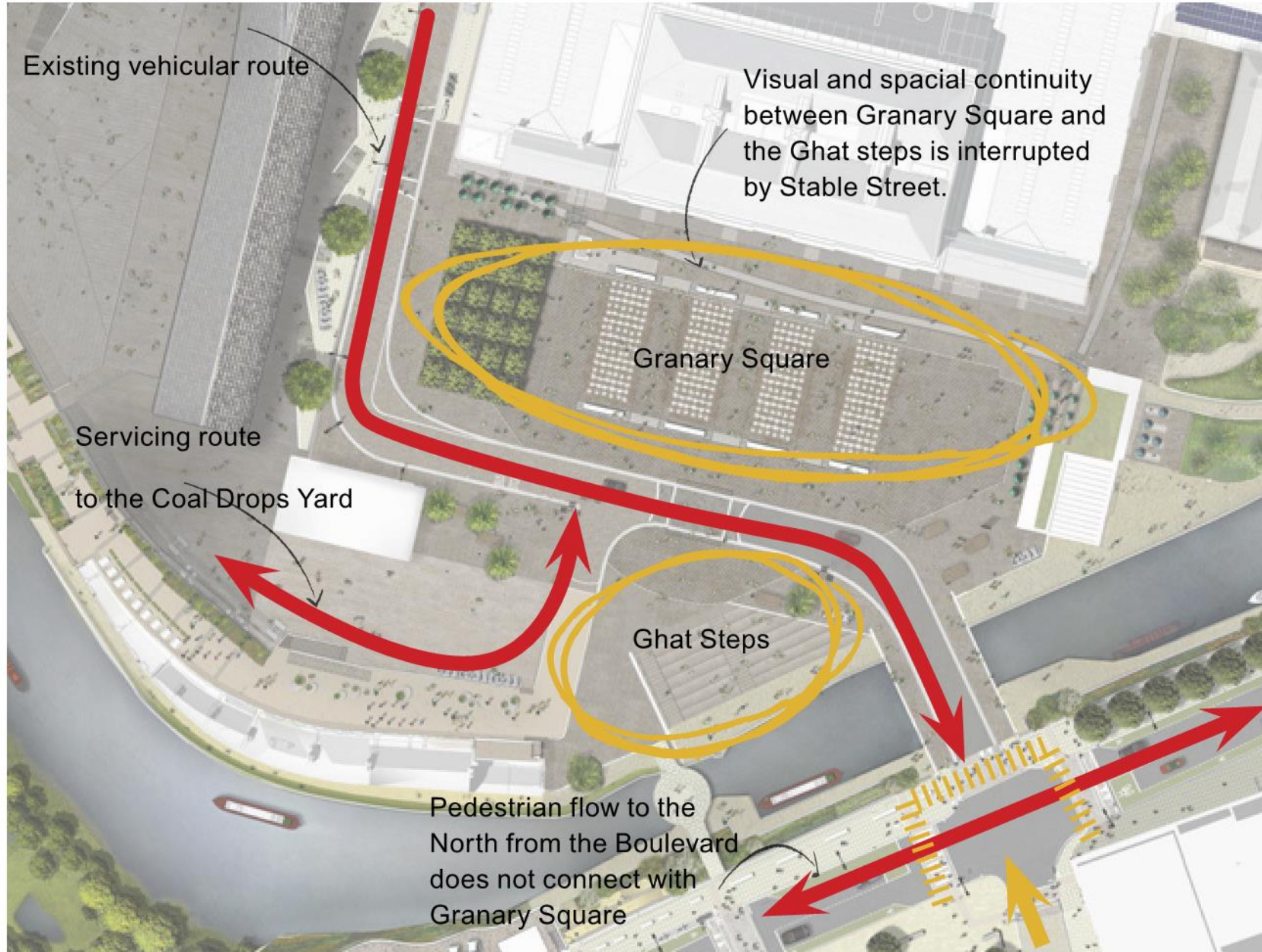


	<p>Application No: 2017/4642/P</p> <p>Granary Square Public Open Space and Stable Street</p> <p>Granary Square, London</p>	<p>Scale: 1:1250</p> <p>Date: 16-Oct-17</p>	<p>N</p> 
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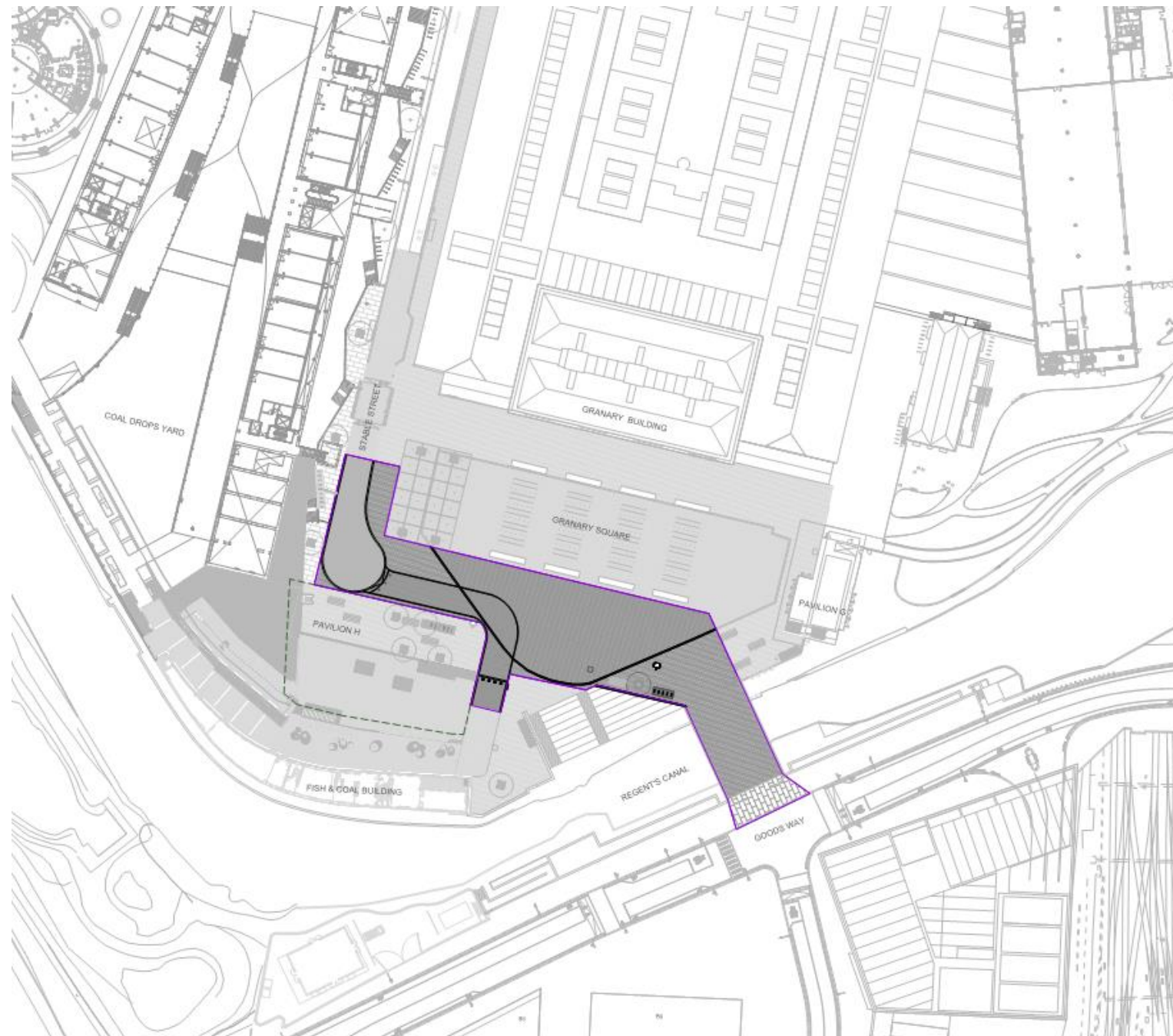
The existing Site Layout



The existing site with annotations



Proposed site layout



Proposed Site Layout



Figure 6: Illustrative masterplan showing the Gateway Square proposals (along with the proposals for Building H and associated public realm, which form part of a separate Reserved Matters submission).