

## Planning Statement

**King's Cross Station Square Market- Planning Proposal-** 'Use of part of King's Cross Square as a Market, consisting of 18 market stalls Tuesday to Friday'.

### Introduction

This statement supports the planning application for the proposed use of part of King's Cross Station Square for a market, and should be read in conjunction with the other supporting application material and application forms. The application follows from the previous application under planning reference: **2016/0926/P**, which was granted planning permission on the 17<sup>th</sup> May 2016. The application was given for a temporary period of 2 years; condition 3 states:

***'The use hereby permitted is for a temporary period of 2 years only and shall cease on or before 1st June 2018.'***

***Reason: The Council would wish to review the permission at the end of the period in the light of experience of the operation of the use, in order to ensure compliance with the requirements of policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP25 and DP26 of the London Borough of Camden Local Development Framework Development Policies.'***

This application seeks planning permission again for the use of the Market Square for 18 market stalls. The proposal also seeks to increase the days of operation from Wednesday-Friday to Tuesday to Friday and opening hours 10-7pm.

### King's Cross Station

King's Cross railway station is a major London railway terminus which opened in 1852 on the northern edge of central London.

King's Cross is the southern terminus of the East Coast Main Line, providing high speed inter-city services to Yorkshire, the North East and Scotland. Virgin Trains East Coast is the main inter-city operator with destinations including Leeds, Newcastle and Edinburgh. Other inter-city operators serving the station include Hull Trains and Grand Central.

King's Cross is also a terminus for Great Northern which provides commuter services to North London, Hertfordshire, Cambridgeshire, Bedfordshire and Norfolk. Immediately to the west across Pancras Road is St Pancras International, the London terminus of Eurostar services to continental Europe. The two stations share King's Cross St. Pancras tube station on the London Underground network and taken together form one of Britain's biggest transport hubs.

From 2006 the station has undergone a significant renewal and enhancement project, which included the opening of the new Western Concourse in 2012 and the new King's Cross Square, to the front of the building, in 2013.

### King's Cross Square

In April 2010, Stanton Williams were announced as the winners of a competition for the design of a new 7000m<sup>2</sup> square to the front of King's Cross Station, as part of the King's Cross Redevelopment Programme.

The creation of the new King's Cross Square presented a series of exciting urban challenges. On the one hand the Square forms a focal point at the heart of a district which, following decades of neglect, is currently being injected with a new energy through a range of major urban and transport projects. It was therefore a unique opportunity to transform what was a neglected site into a new public space.

The design responds to the multiple challenges of the space by creating a number of distinct spatial zones that are defined by landscaping elements that incorporate the London Underground structures. The Square provides an orientation and meeting space and two tree shaded seating areas. The landscaping expresses the space in bands of dark and light granite that visually link the square to Cubitt's 1852 station facade now fully revealed for the first time.

## **The Proposal**

Permission is sought for the use of part of King's Cross Square for a market, operating Tuesday to Friday with 18 stalls, from 10am-7pm. There will be no changes to the design, size or appearance of the stalls.

As referred to above the previous application was granted planning permission *'for the use of the Use of western part of King's Cross Square as a food market, consisting of 18 market stalls operating Wednesdays to Fridays'*.

Condition 3 of this permission limits the use of the square for two years which is due to expire on the 1<sup>st</sup> June 2018. The reasons for this condition is so the Council can review the permission at the end of the period in the light of experience of the operation of the use, in order to ensure compliance with the requirements of policies CS5 and CS14 of the Core Strategy and DP25 and DP26 of the Local Development Framework.

Both policy documents have since been replaced (on 3<sup>rd</sup> July 2017) by Camden's Local Plan. The relevant planning policies relating to this application are outlined below:

- Policy A1 Managing the impact of development
- Policy D1 Design
- Policy D2 Heritage
- Policy E1 Economic development
- Policy E2 Employment premises and sites
- Policy E3 Tourism

The Real Food Market at Kings Cross has been operating for the last three years and has become an important trading location for around 22 small independent food businesses. In addition, the market supports a number of other small businesses including a contractor who looks after storage of equipment and electrical installation, a small security company and the organiser of the market itself.

The market aims to celebrate the value and pleasure of food, promote sustainably and ethically produced food, support small food producers and businesses and create engaging experiences which help strengthen peoples' relationship with food.

Over the few years traders have built momentum and have established successful and productive relationships with regular customers who pass through the station square who enjoy the opportunity to interact with passionate traders and buy high quality, sustainably and ethically produced food.

A total of 71 comments were received in support of the previous application along with support from Members. Moreover, no objection was raised from Historic England in relation the impact to the Grade 1 listed building. The proposal was not considered to harm the setting of the listed station as 'views will be still possible by pedestrians looking above the 3m high stalls to the main arched canopied façade of Kings Cross. Furthermore, the planning officer considered that the proposal would not adversely impact the overall setting and character of the square, nor the original intentions of the design to create a large open clutter free space around Kings Cross Station. The justification for this was that the stalls take up less than 10% of the overall square. Moreover, they are concentrated in a compact corner between the tube exit canopy and the two rows of tree planters. The application does not propose to increase the number of stalls or disperse these across the site. The development will be confined to the western area of Kings Cross station.

The hours and days of operation are proposed to be increased as part of the new application to 10-7pm and Tuesday-Friday. Whilst this will result in an increase of activity in the square it will still retain its original open character for the weekend and on Mondays. The increase in hours is a result of the success of the stalls since their introduction to the square, which has had a positive impact to the vibrancy and vitality of the area.

Taking the above into account, Network Rail considers that the proposal is in accordance with sections 5, 6 and 7 of Camden's Local Plan. The introduction of stalls has had a positive impact to the character of the area and to NR's knowledge no complaints have been raised following permission being granted in May 2016.

## **Market Management**

The market has an onsite manager who is there throughout the entirety of the market who helps with the set-up and any daily issues. The revised hours will be 10-7pm each day (although there is one stall holder who opens a bit earlier as they sell breakfast items).

Waste is stored within the stalls and collected by the station cleaners at regular intervals throughout the day. The station has an agreement with the market operator to keep the area clean and tidy throughout operation and afterwards. The area around the market is cleaned every night after the stalls are taken away.

The stalls will be installed between 5-7am on the Tuesday morning and then decanted late on the Friday night. The market operator also pays for overnight security while the market is in situ.

The markets stalls are delivered to the site using the lay-by on Pancras Road. Stall holders then deliver shortly after to be trading by 10am. The station does not allow any setting up during peak hours between 7 and 9am. The stalls are set upon vinyl flooring to protect the square's flagstones.

There will be a market manager on-site during trading hours between 10-7pm and there is a water supply in the LUL vent where Duddle are located which the traders can use through the day;

In addition to the below, the Real Food Market operates in a unique way, in that it provides a

consistent and safe infrastructure for all traders by providing all stalls, flooring and electrical distribution. On top of that they provide cleaning, security and market managers so that the market is supervised at all times. This ensures that the market stalls are of a consistent design and appearance, and which therefore respects the setting within a square to the front of a Grade I listed building.