

# Design & Access Statement

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## Chapel Down Bar



King's Cross Central General Partner Ltd

October 2018

**KINGS  
CROSS**



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*1.0*

## Introduction

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Figure 1-1 View of the existing Gas Holder Marketing Suite looking south across the Regent's Canal



# Introduction

## Introduction

This Design and Access Statement has been prepared by Guy Hollaway Architects on behalf of King's Cross Central General Partner Ltd (KCCGPL). It constitutes an application for full planning permission for a temporary bar/restaurant with an ancillary distillery within Development Zone F of the King's Cross Central (KXC) development site (the 'Site').

The KXC site already has approval for a mixed-use development under an Outline Planning Permission granted in December 2006 (ref. 2004/2307/P). Works are well underway across the development although permanent proposals for Zone F have not yet come forward for Reserved Matters approval. This application therefore seeks full planning permission for an interim use within Zone F for up to five years, until a final scheme is delivered.

This application proposes the conversion of the existing Gas Holder Triplets Marketing Suite to the 'Chapel Down Bar', which will provide concept restaurant and bar centred around the production of gin. The proposals include a small distillery to showcase the manufacturing process. The associated works to achieve this use include minor alterations to the existing building, new outdoor seating areas overlooking the Regent's Canal, additional planting to complement the existing, a temporary kitchen pod to be introduced externally, and a new delivery area.

The design seeks to make use of the high quality design of the existing Gas Holder Triplets Marketing Suite building, while restoring this beautiful canalside setting as a neighbourhood amenity open for all to enjoy. It also seeks to anchor this important gateway site and strengthen the linkages between the KXC Development and the surrounding area.

## Outline of Proposals

The proposals include:

- Installing a kitchen/cold store, clad in blackened timber, to include a staff WC and locker room;
- Reorganising the ground floor external terrace to provide external seating for customers of the bar;
- Re-locating and adding bicycle parking spaces for both customers and staff;
- Introducing signage in three locations;
- Adding a new fire staircase on the southwestern elevation;
- Adding a canopy over the existing fire staircase on the northeastern corner to comply with safety regulations brought about by converting the building to a public-facing use;
- New landscaping across the site.

## Report Structure

This Chapter 1.0 introduces the scheme and the occupier, sets it in its context and surroundings, and provides an assessment of the proposals against relevant planning policies.

Chapter 2.0 sets out the specific proposals for reconfiguring and altering the existing building and introducing new external elements including the kitchen, fire stairs, signage and landscaping. It also details the deliveries and waste strategy, and the proposed access plans for the building

This document is also accompanied by the following:

- Planning Statement, prepared by Argent Services on behalf of KCCGPL, including the Operational Management Plan by Chapel Down; and
- Drawing Package including drawings for approval.

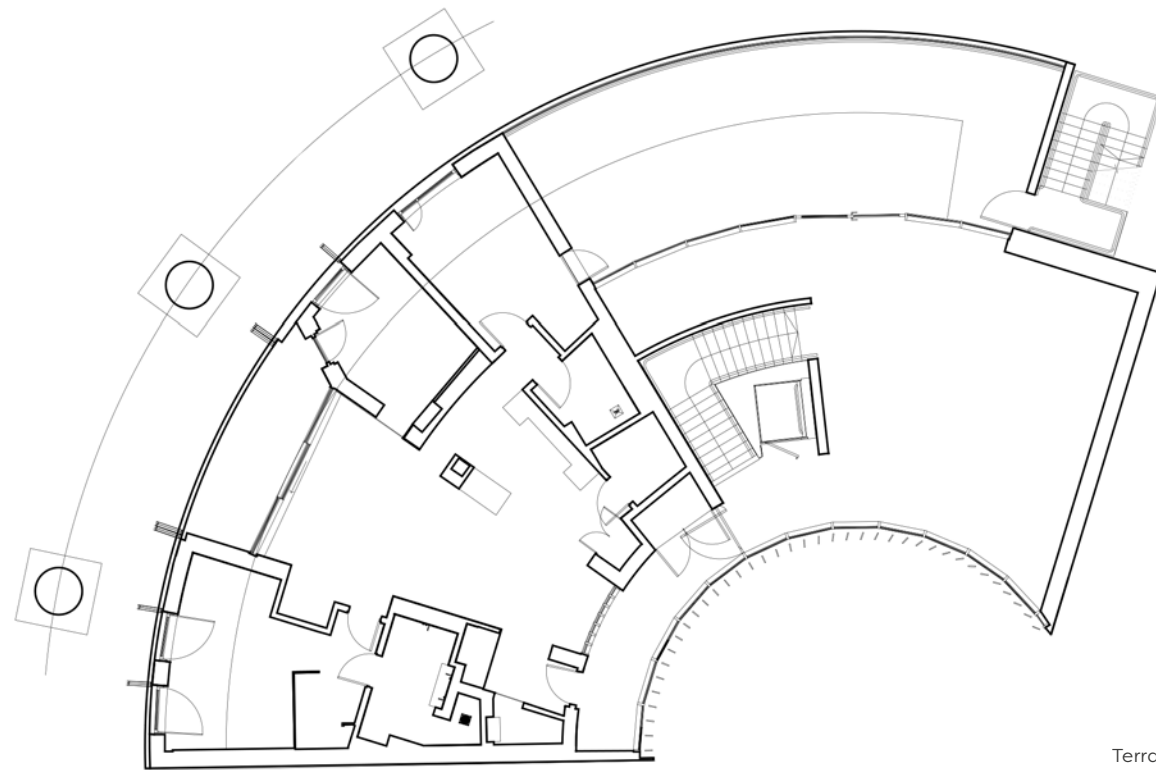


Figure 2: Existing First Floor Plan (Scale 1:100)

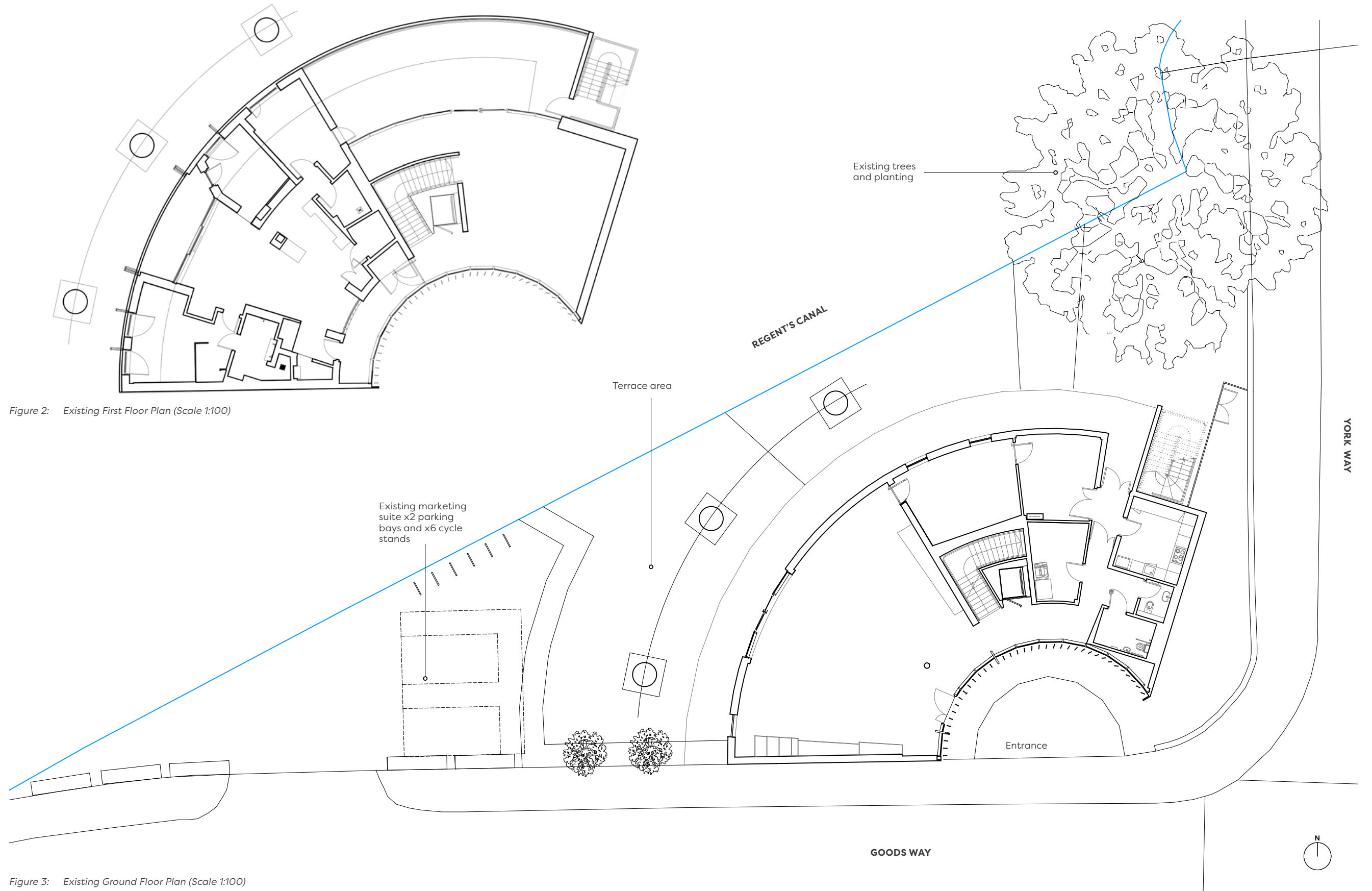
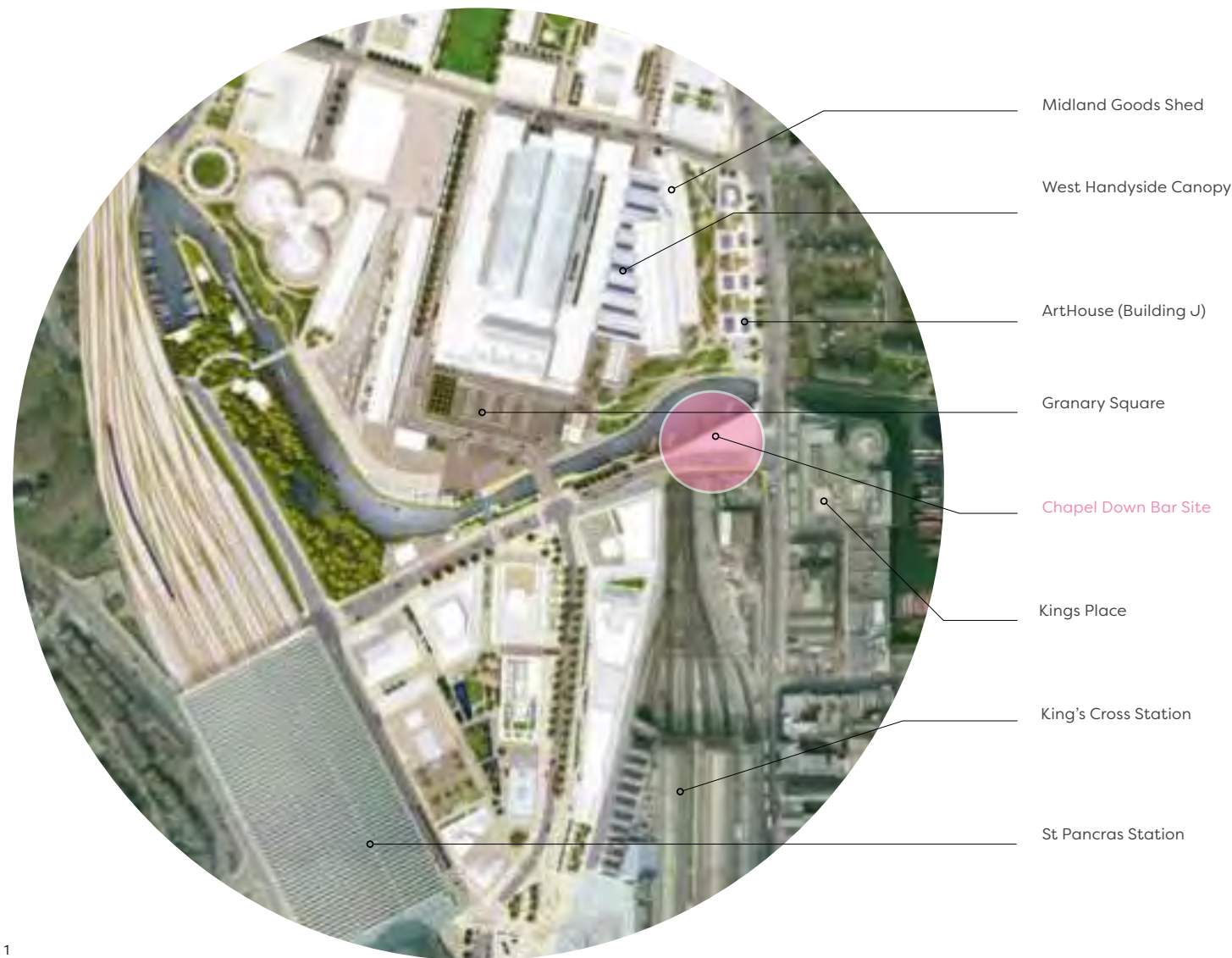


Figure 3: Existing Ground Floor Plan (Scale 1:100)



# Application Site and Surroundings

## 1.2



The Site is situated at a key gateway of the KXC development site, at the junction of York Way and Goods Way on the eastern edge of KXC.

The Site is approximately 0.1 ha and is a triangular shaped piece of land, bounded by Goods Way to the south, York Way to the East and the Regent's Canal to the north. It is located within the Regent's Canal Conservation Area.

In terms of its wider context, the Site sits just west of the Kings Place development, which contains a range of cultural, food and drink, and office uses. To the south, beyond Goods Way, are the railway tracks and miscellaneous buildings relating to King's Cross Station.

To the north and west lies the KXC development site, in particular the Grade II listed West Handyside Canopy (forming part of the larger Eastern Goods Yard complex), Granary Square and the University of the Arts London. Directly opposite the site is ArtHouse (Building J), a residential building completed in 2013. The latter contains five ground floor retail units, including a restaurant (planning use A3) on the southern corner fronting onto the canal.

The location of the Site and its surrounding context are shown in Figure 4. Figure 3 shows a ground floor plan of the Site as existing.

Fig. 1

Figure 4: Wider Site Plan





Fig. 4



Fig. 5



Fig. 6



Fig. 8



Figure 5: Chapel Down sparkling wine  
 Figure 6: Chapel Down gin bottle  
 Figure 7: Copper gin still envisioned for King's Cross bar  
 Figure 8: Curious brew beer  
 Figure 9: Tenterden winery

Fig. 7

## Introduction to Chapel Down

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The vacant Gas Holder Triplets Marketing Suite is proposed to be repurposed for occupation by one of England's oldest and fastest growing wine producers, Chapel Down.

Based in Kent, Chapel Down produce a world-class range of sparkling and still wines. Guided tours and wine tastings are available at the winery and vineyards in Tenterden. Visitors are also welcome to explore the grounds, vineyards and beautiful herb garden, while the site also regularly hosts events and celebrations.

Over recent years, the company has diversified from their staple wine products, to launch Curious beers and cider (see figure opposite), as well as a range of spirits: Bacchus Gin and Chardonnay Vodka. The proposed Chapel Down Bar at King's Cross will provide a unique experiential concept to complement their offering at their main site, showcase their gin products and build upon their existing visitor experience.

The aim of the proposed distillery, which is ancillary to the bar/restaurant offer, is to provide a unique offering whereby customers can enjoy a sensory experience; gaining an insight into the process of making Chapel Down Gin. This range of experiences will include gin tasting courses, and even an opportunity to mature your own gin. It should be noted that the on-site distillery will not be used for the commercial production of gin, and is primarily for educational and showcase purposes.

The concept is supported by a kitchen serving seasonal British cuisine to accompany the drinks and experiential offer.

The vision of the Chapel Down Bar is to reopen this beautiful and prominent canalside venue with a unique food and drink offer, whilst sharing with them Chapel Down's knowledge and passion for winemaking and distilling.





Figure 10: Filling Station view from Goods Way



Figure 11: GHMS view from Goods Way

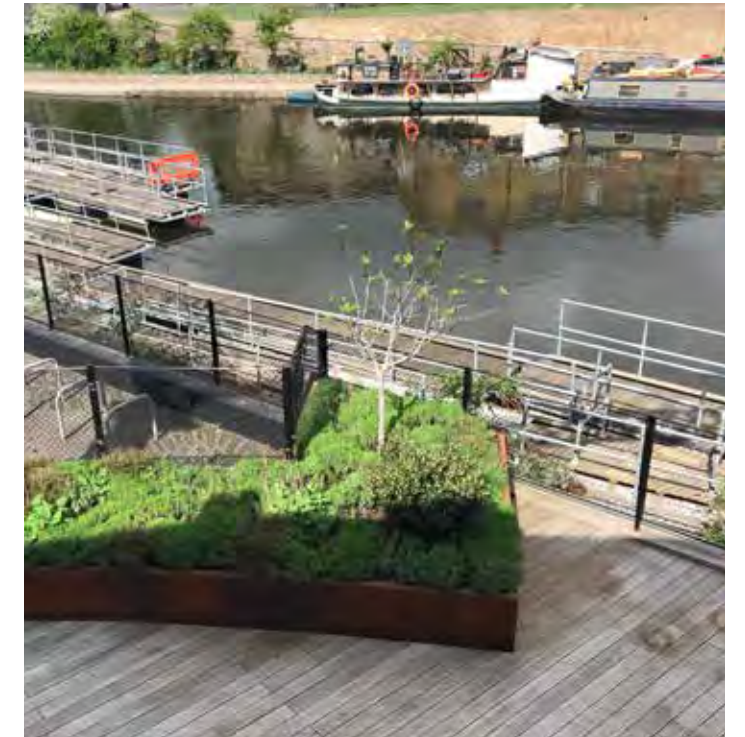


Figure 12: GHMS exterior terrace



Figure 15: Filling Station view from Regent's Canal;



Figure 13: GHMS interior view

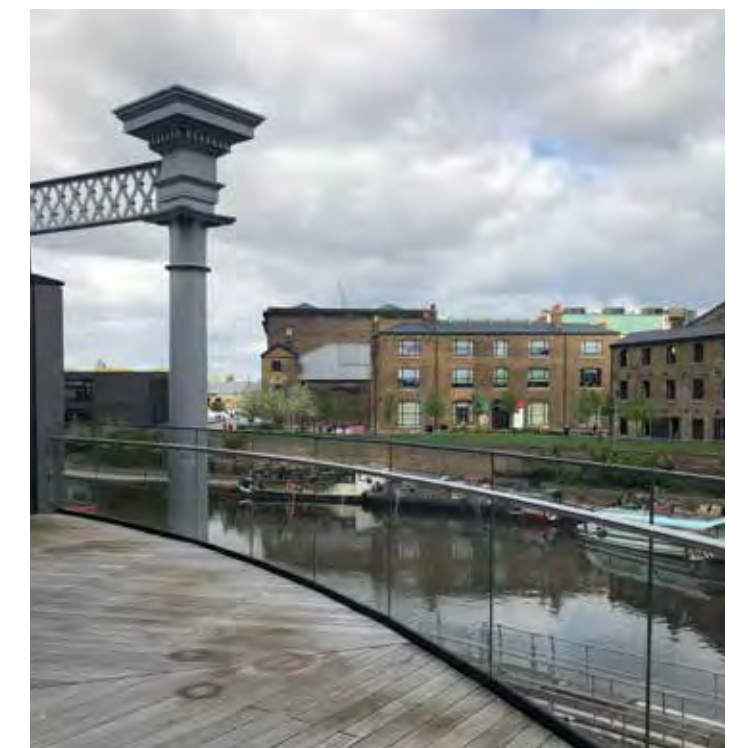


Figure 14: GHMS view from first floor towards Granary Square

# Planning History

Development Zone F has been granted two prior temporary planning permissions over the past seven years, in order to activate the location until the Site is redeveloped in accordance with the KXC Outline Planning Permission granted in December 2006 (ref. 2004/2307/P). These permissions are detailed below.



Figure 16: Gas Holder Marketing Suite (GHMS)

## Filling Station

This site was historically a petrol station built in the 1960s. In March 2012, a temporary planning permission was granted to convert the petrol station forecourt and former sales kiosk into a restaurant known as 'The Filling Station' (see figures 10 and 16). The application (ref. 2012/0601/P) was granted for a three year period under Use Class A3.

The permission included the erection of three temporary buildings and the conversion of the forecourt into an outdoor covered dining area and events space.

The venue provided a vibrant temporary use for the site, activating this important corner location. It also served to attract visitors to King's Cross in the early years of the KXC development and helped to change perceptions of the area as a great 'place'.

Opening hours of Filling Station were from 07:00 to 23:30 on Monday to Thursday and Sundays, and 07:00 to midnight on Friday and Saturdays.

## Gas Holder Marketing Suite

In 2014, the site was once again granted a temporary planning permission for a four-year duration for a new residential marketing suits for the 'Gas Holder Triplets' development which was being construction on Development Zone N (ref. 2014/7724/P).

This permitted the demolition of the former petrol station buildings and the erection of a temporary building modeled on a wedge of the Gas Holder Triplets residential building and associated landscaping (see Figures 11-14). It includes three 10m columns that are replicas of the top section of the original Grade II listed gas- holder columns that form an integral part of the proposed Gas Holder Triplets residential development.

When the residential scheme completed in January 2018, its marketing function was moved into a flat within the Gas Holder Triplets building. The marketing suite has been vacant since that point.





# 2.0

## Proposals

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- 2.1 Proposed Site Use and Layout
- 2.2 Material and Appearance
- 2.3 Landscape
- 2.4 Lighting & Signage
- 2.5 Access
- 2.6 Servicing and Waste Strategy

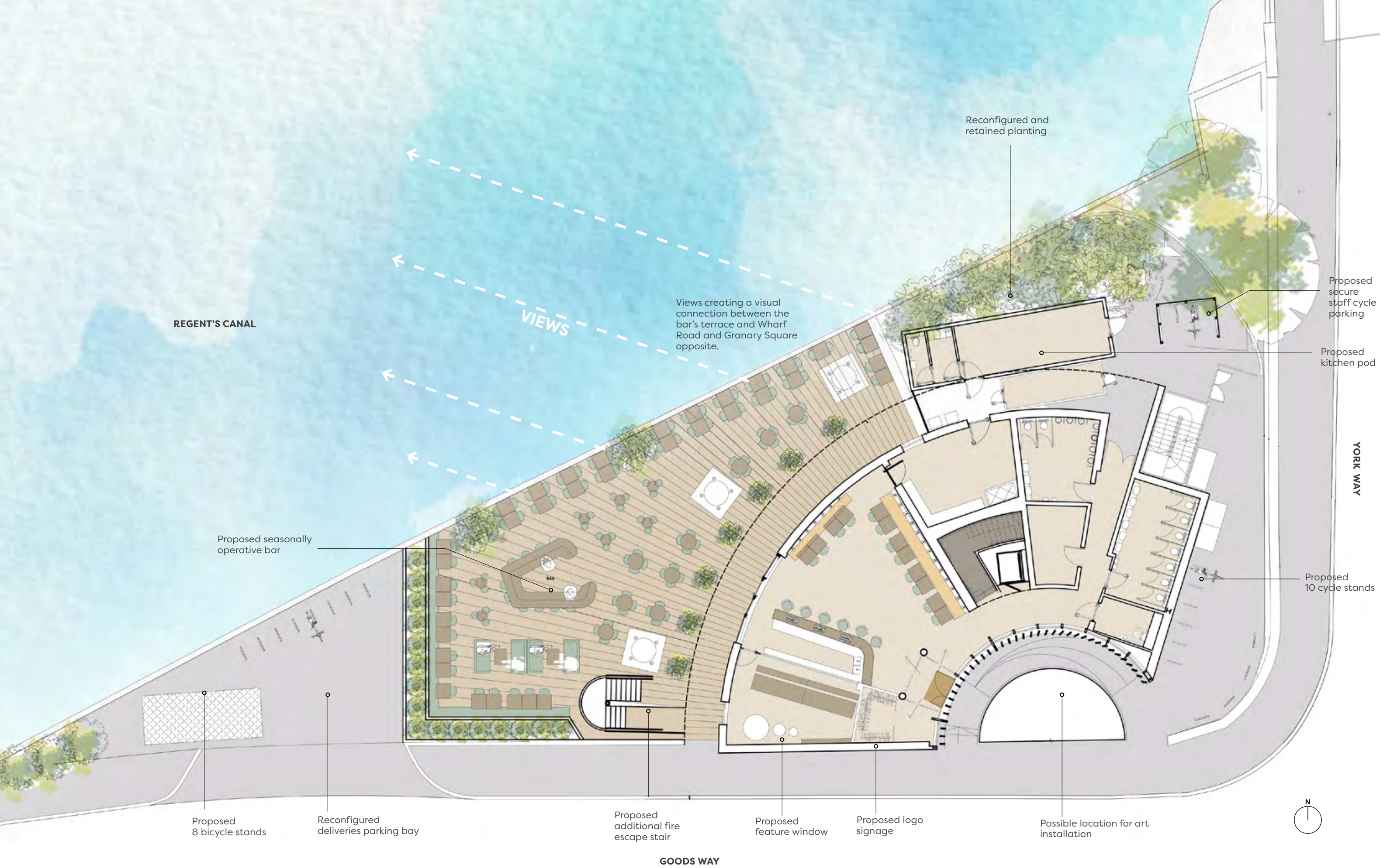


Figure 17: Illustrative Proposed Ground Floor Plan (Scale 1:100)



# Proposed Site Use and Layout

## Design Proposal

The proposal entails converting the existing Gas Holder Triplets Marketing Suite (with minimal structural alterations), to serve as a bar/restaurant and an ancillary distillery. The aim is to bring back the vacant building into public use, activating this important frontage until the permanent development on Development Zone F comes forward.

## Building Alterations

The design seeks to re-use the existing building, designed by Wilkinson Eyre Architects, while making the following alterations which will enable it to be fit for purpose as a bar/restaurant:

- Installing a pre-fabricated kitchen pod, to include staff facilities;
- Adding a new fire staircase on the southwestern elevation;
- Adding a canopy over the existing fire staircase on the northeastern corner to comply with safety regulations brought about by converting the building to a public-facing use; and
- Introducing signage in three locations.

## Landscape Alterations

The proposal also includes alterations to the landscaping and external terraces as follows:

- Reorganising the ground floor external terrace as canalside external seating;
- Re-locating and adding bicycle parking spaces for both customers and staff;
- New planting and landscaping across the site.

## Ground Floor Plan

Figure 17 opposite illustrates the minor alterations proposed to the existing site at ground floor. These works are set out in more detail below.

## Kitchen Pod

The proposed pre-fabricated kitchen/coldstore will sit to the north of the building, connected to a prep kitchen within the existing building via an external service area. It will be fitted with cooking and extraction equipment.

Both the kitchen and cold store are proposed to be clad in blackened timber and located behind the line of existing trees to minimise the visual impact of the new buildings.

## Staff Facilities

The kitchen building incorporates one staff WC and a locker room. This supplements a new internal provision of customer WCs.

## WCs

The internal layout is proposed to be reconfigured for the purpose of supporting the conversion to Class A4 (restaurant/bar) use, notably through the addition of separate female and male WC facilities.

## Deliveries Bay

The existing parking bays located to the west of the building are proposed to be reconfigured to serve as a delivery area. Consequently, no visitor car parking will be provided.

Deliveries are proposed to be made from Goods Way with vehicles driving in and out using forward gear. The location of the service bay is shown on Figure 17, and further details are provided in Section 2.6 on Servicing.

## Cycle Parking

The proposals provide a total of 18 new customer bicycle stands for up to 32 bicycles distributed on the east and west side of the building, as well as 4 secured staff cycle space to the north-west of the site. Further detail on the cycle parking design is provided in Section 2.5 on Access.

## Landscaping and Terraces

The external space is to be reconfigured and redesigned to maximise the amount of outdoor canalside seating available.

A seasonal exterior bar and servicing station is proposed to support efficient servicing of the external seating area, when the weather permits.



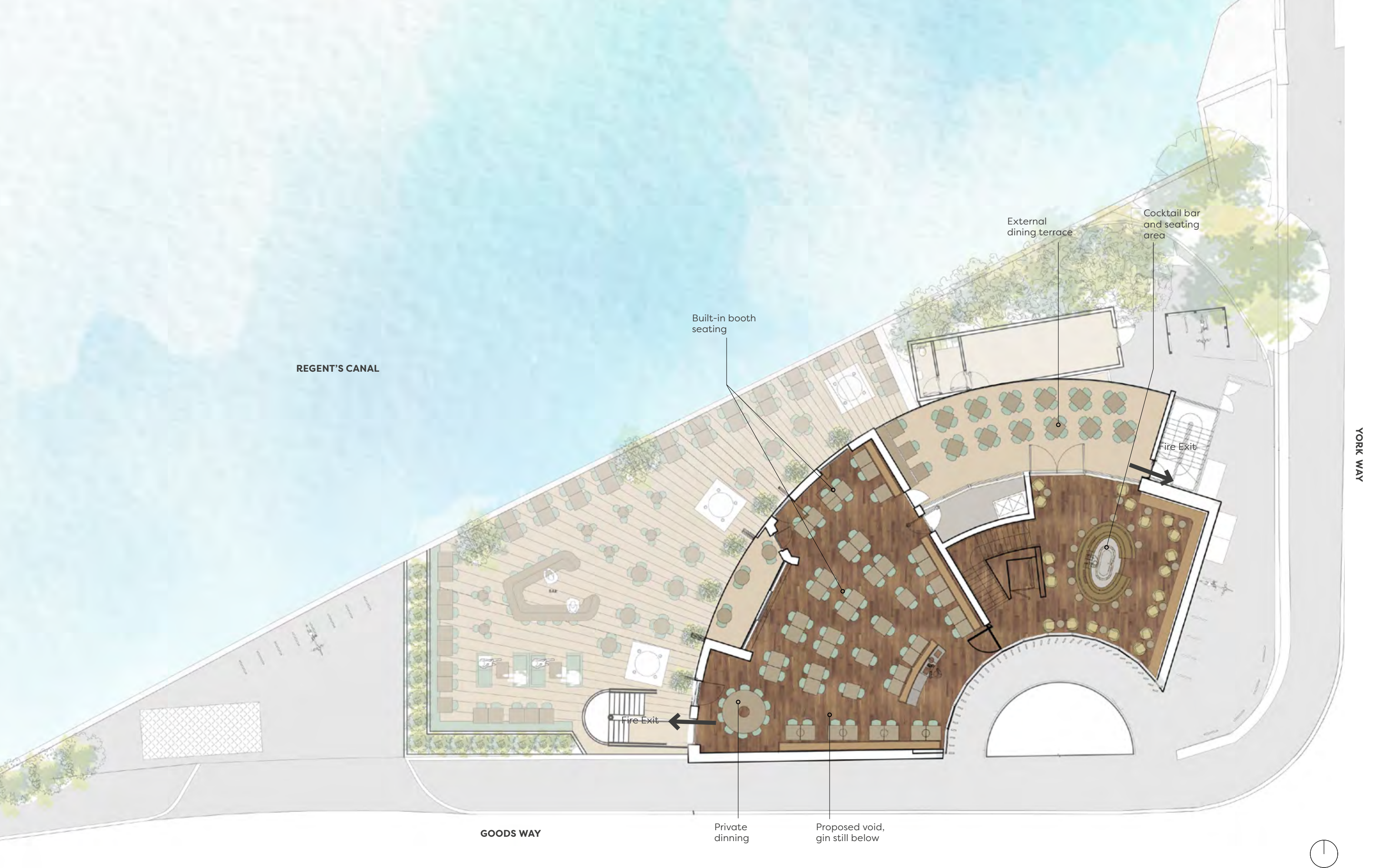


Figure 18: Illustrative Proposed First Floor Plan



# Proposed Site Use and Layout

## 2.1



Figure 19: Gin distillery equipment



Figure 20: Gin distillery with bar

### First Floor Plan

The existing three bedroom flat layout will be completely removed, enabling the space within to be reconfigured to facilitate the proposed use.

The first floor is separated into three unique spaces, each with its own interior design concept relating back to the process of making gin. This provides variety and a range of functionality, all whilst tying into the learning experience of the Chapel Down Gin distillery.

With the existing stair and lift located at the centre of the floorplan, the first floor is naturally divided into four distinct spaces:

- At the top of the landing, a mixologist cocktail bar will line the eastern exterior wall. The existing exterior terrace will be used as an outdoor dining terrace. The theme of the decor celebrates the compound gin making process, which involves the flavouring of the gin with spices and aromas.
- In the area directly southwest of the stair, a flexible restaurant space will be created, offering the ability to host larger groups or small events. It benefits from its own terrace with further outside dining.
- Finally, there is a private dining room for hosting private gatherings of smaller groups and for corporate bookings. This intimate dining space benefits from the new fire stair, which provides private access to the terrace below.

Figure 18 illustrates the proposed alterations to the first floor.

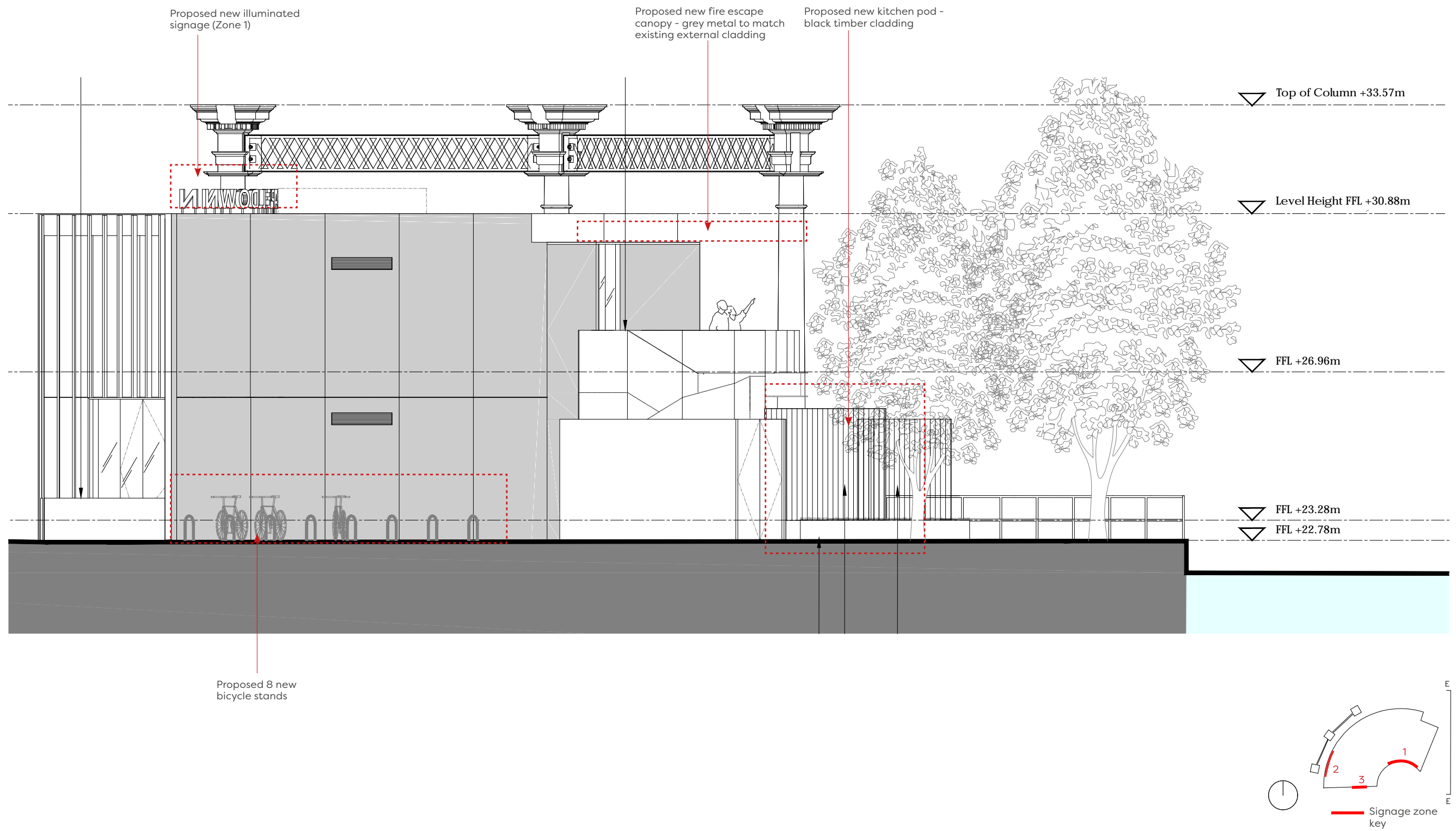


Figure 21: East Elevation (Scale 1:100)



## Materials and Appearance

## 2.2

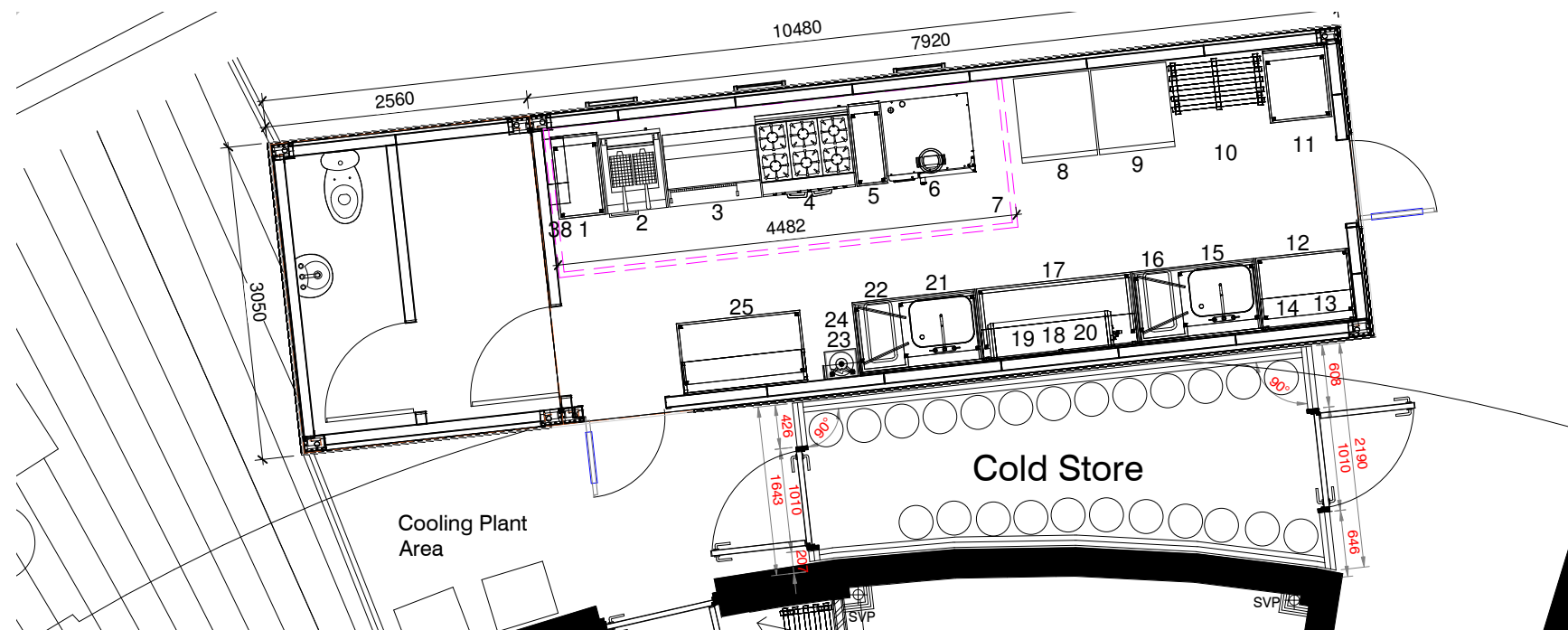


Figure 22: Detail plan of proposed kitchen pod

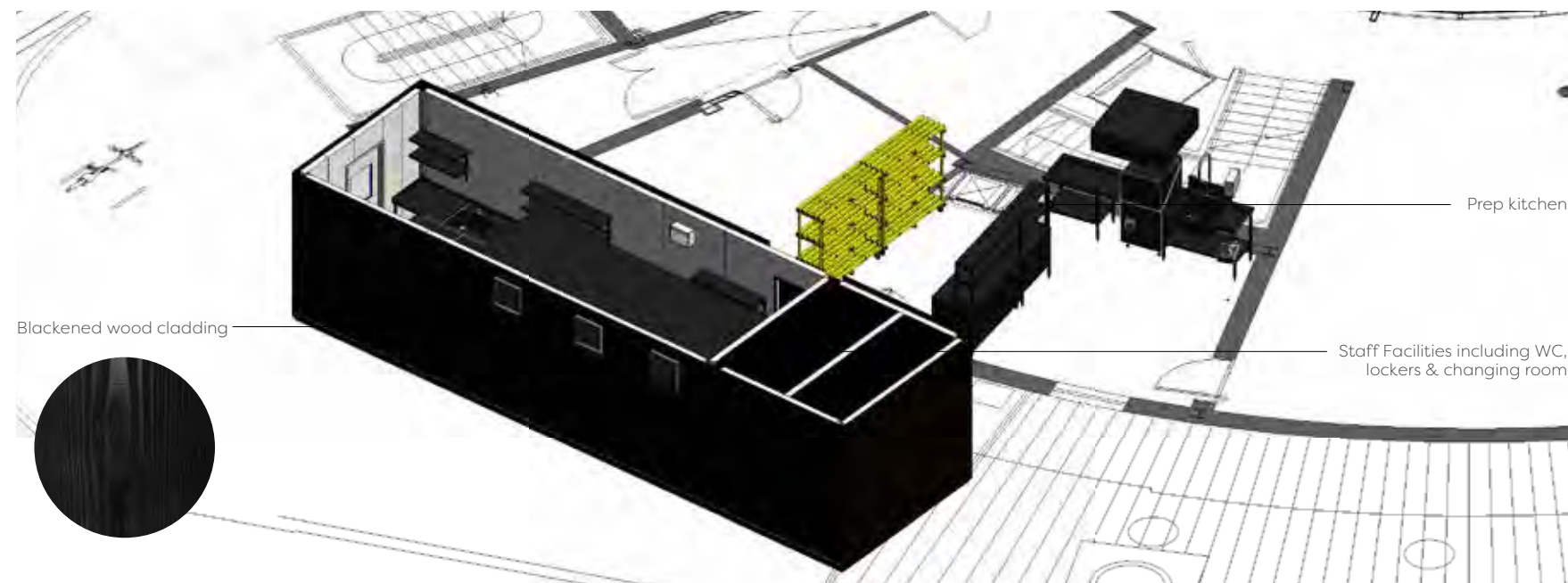


Figure 23: 3D visualisation of kitchen pod

As noted previously, a new kitchen/cold store and a set of fire stairs are proposed in order to service the bar/restaurant and meet the fire safety standards for that use. Details of the material treatment of these elements are set out below.

### Kitchen/Cold Store

A pre-fabricated kitchen 'pod' is proposed to be installed to the rear (north) of the building, with a cold store separating the two (see Figure 22). This will enable Chapel Down to provide cooking facilities for a fresh, seasonal food offer to complement the drinks and support its experiential concept. The kitchen will contain cooking and extraction equipment, so as to require fewer alterations to the existing building.

The proposed location amongst the existing trees ensures that the kitchen and the cold store will have minimal visual impact from all angles, in particular from the road. It will be clad in blackened timber to complement the black cladding of the marketing suite.

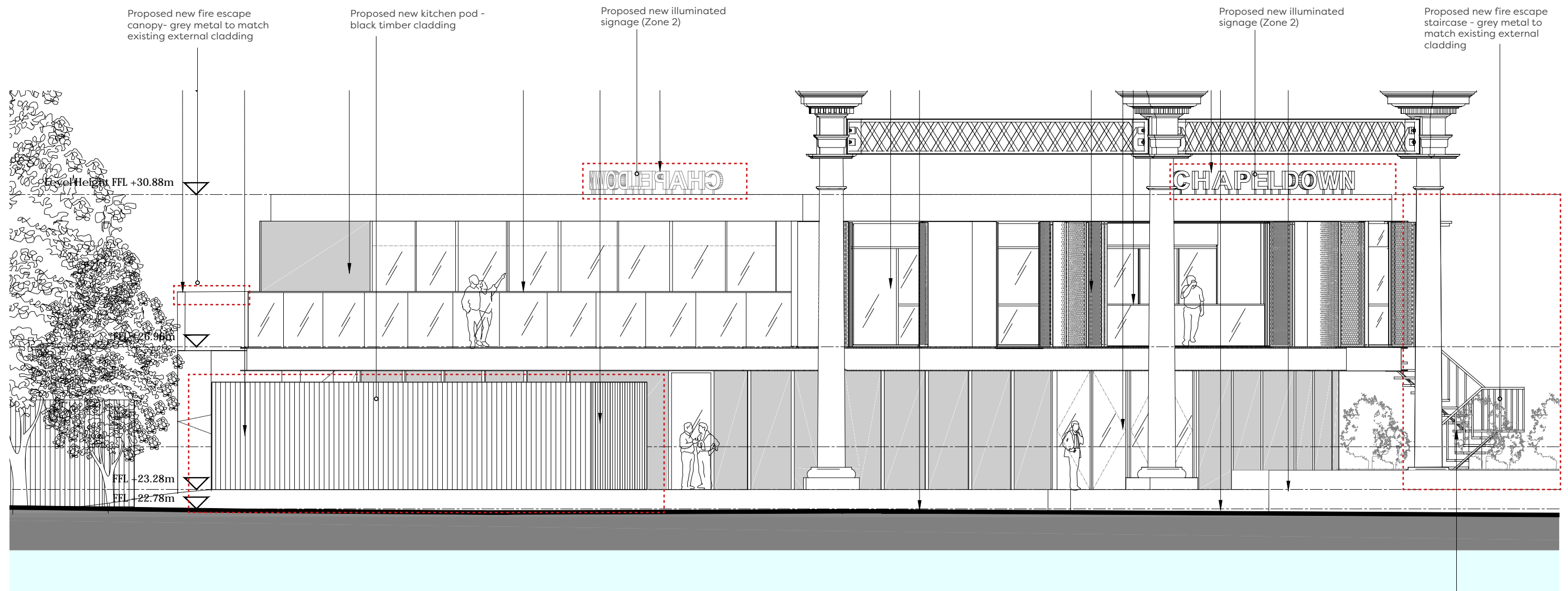
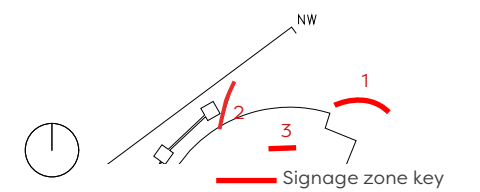


Figure 24: North West Elevation



## Materials and Appearance



Figure 25: Illustrative view of Chapel Down Bar

### Fire Stairs

A new external staircase is proposed on the western side of the building to allow for an additional means of fire escape from the first floor (see Figure 24). In keeping with fire safety regulations for a public facing building, both this new stair and the existing stair will be fitted with a canopy to prevent the surfaces from becoming slippery. The stair and canopies will be in grey metal to match the cladding of the building.

### Design Vision

The illustrative aerial sketch at Figure 25 shows the proposed Chapel Down Bar viewed from the north west. It shows the adapted building, the proposed landscaping and the relationship to the Regent's Canal and to Goods Way.



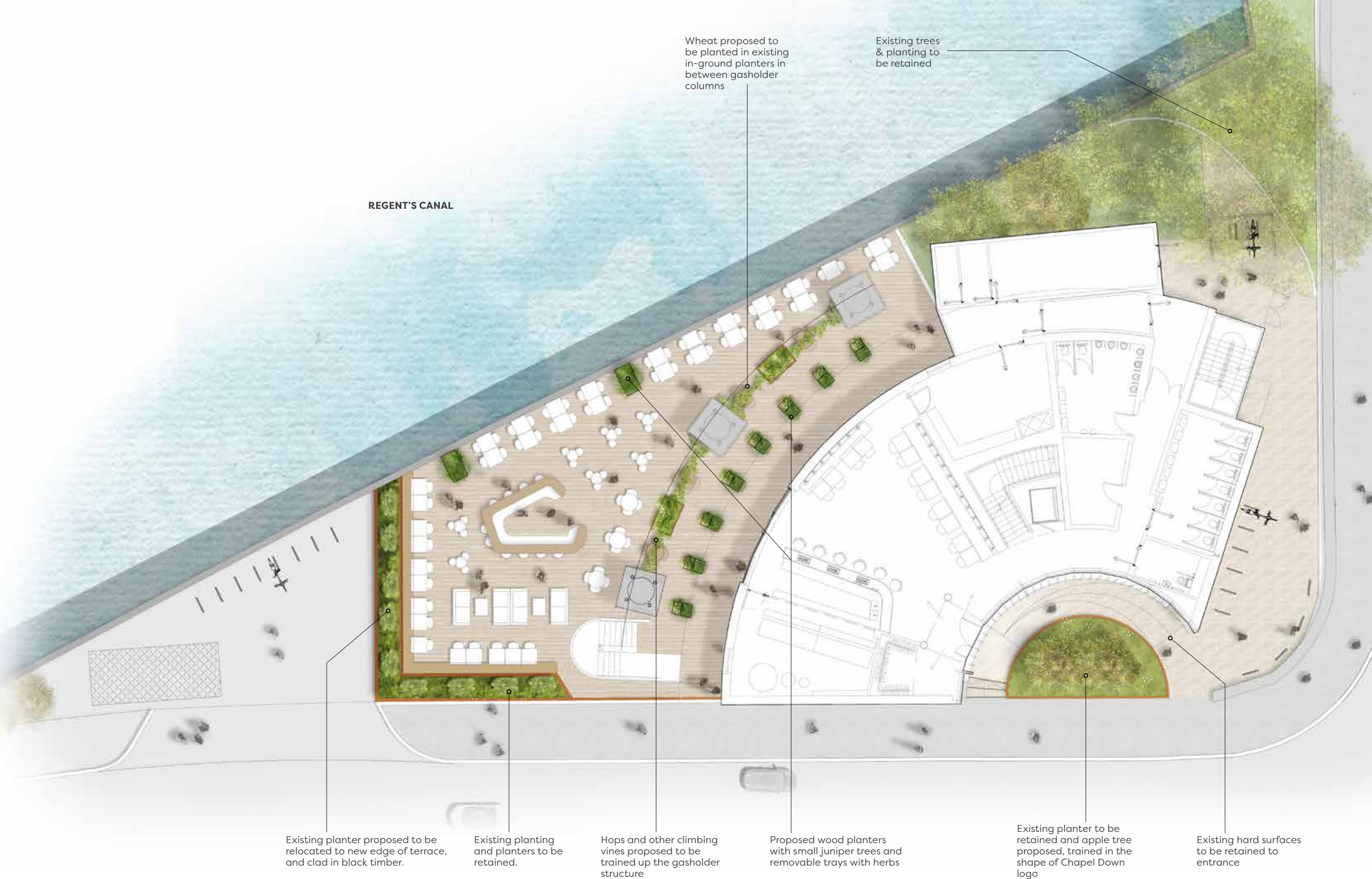


Figure 26: Rendered Landscape Masterplan



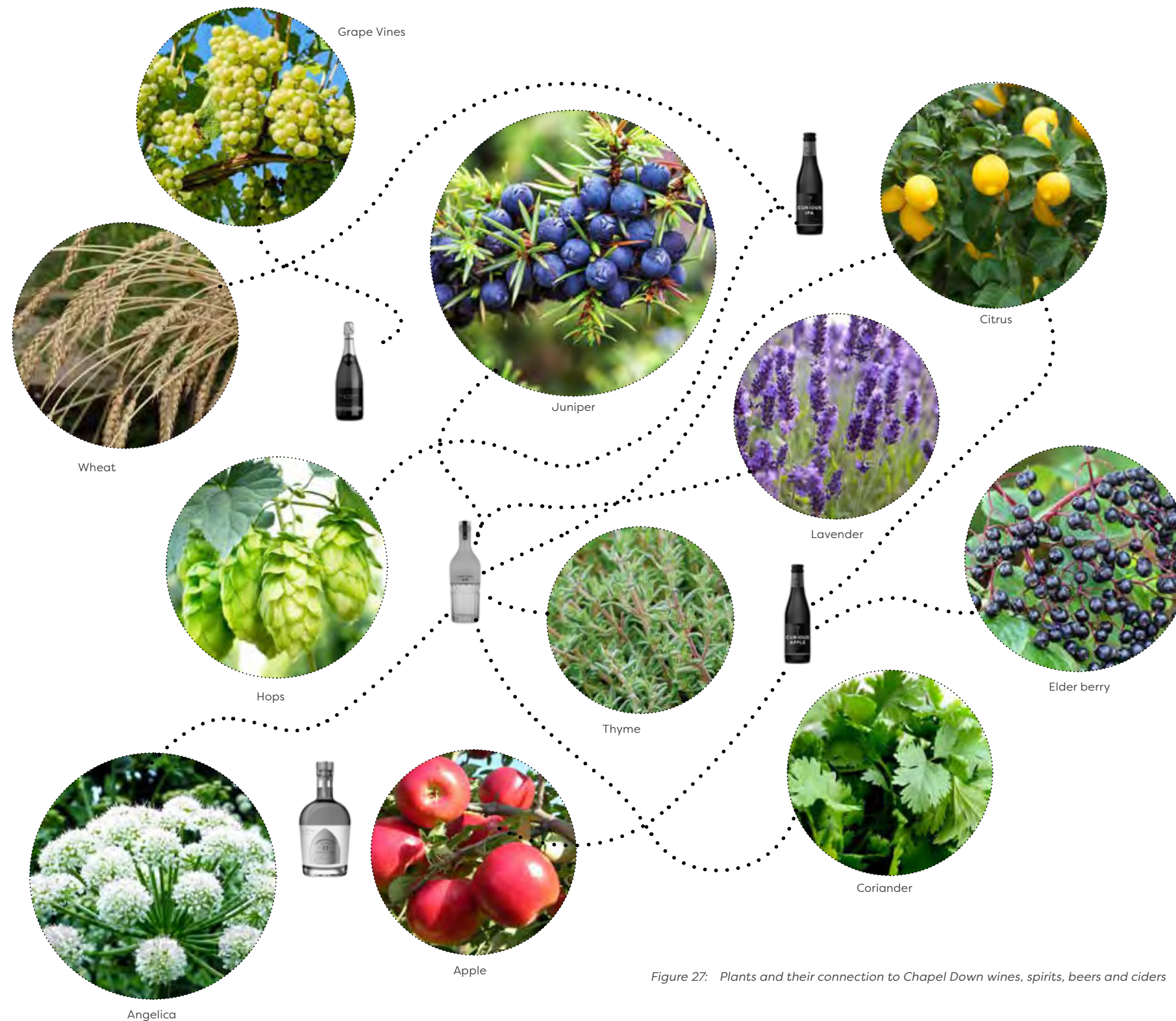


Figure 27: Plants and their connection to Chapel Down wines, spirits, beers and ciders

## Overview of Landscape Proposals

The proposed Chapel Down Bar sits on the edge of the Regents Canal with waterside views and easy access to transport hubs close by. Although there is already some landscaping in place from the previous use as a marketing suite, the proposed use provides an opportunity to improve this landscaping to create a wonderful outdoor terrace space.

The primary landscape objective is to provide an enhanced terrace landscape to the rear of the building, expanding on the space which already exists. The current terrace layout will be retained and enhanced with a number of carefully considered hard and soft landscape interventions, which will aim to make best use of the fantastic canal side location.

As part of the landscape scheme, we will look to retain, reuse and re-purpose elements of the existing landscape including the original hardwood decking, Corten steel planters and to make best use of the current planting scheme, which is currently in good condition.

## Concept

The concept for the upgrade of the current landscape stems from the variety of berries, fruit and herbs that are key ingredients within Chapel Down's range of drinks. It will be this assortment of plants that will be the key driver for the landscape. The variety of plants that we can extract from the drinks process will inform a planting design which will bring a variety of sensory experiences and seasonal interest throughout the year.





Figure 28: Rendered Landscape South Elevation

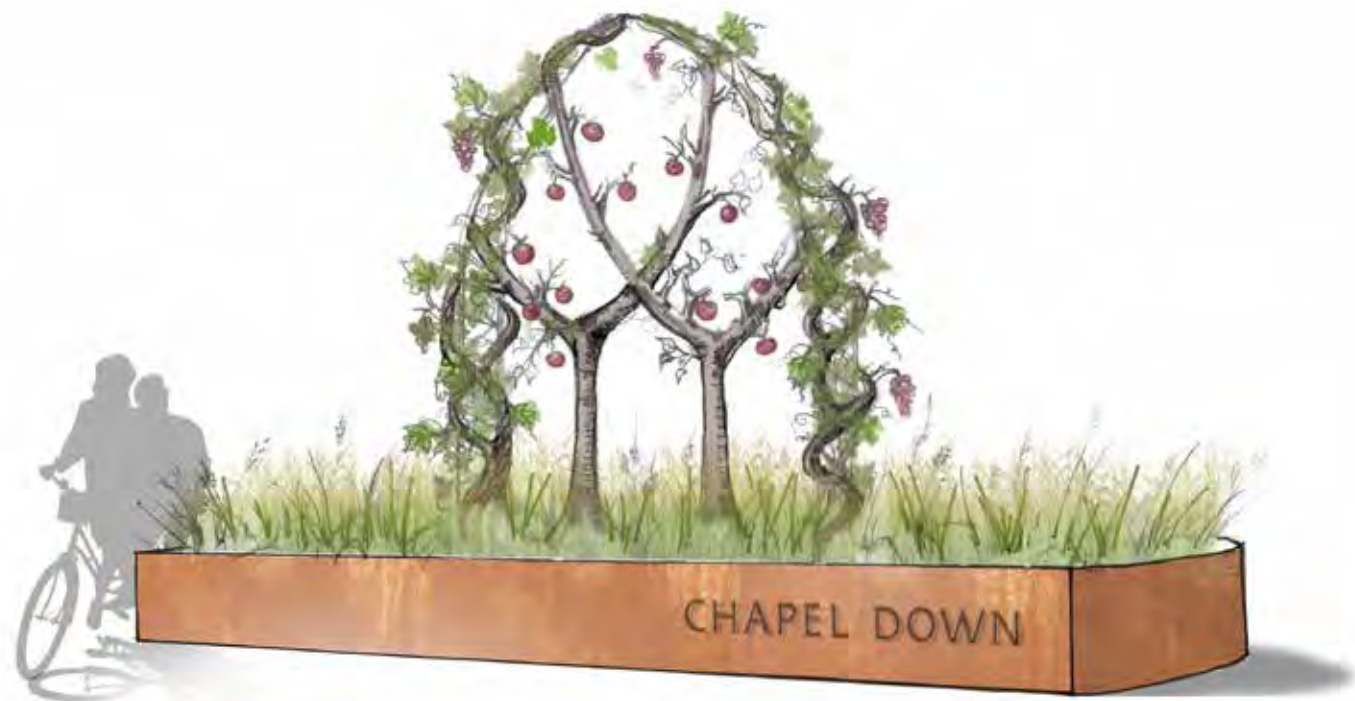


Figure 29: Entrance planting



Figure 30: Terrace planters with removable trays

## Entrance Planting

It is proposed that the Chapel Down logo is incorporated into the existing planter at the front of the site through a planted apple tree trained around a steel frame to create a striking entrance feature.

## Timber Planters

A number of timber clad planters, shown in Figure 30, will be distributed throughout the landscaping scheme. The planter has taken design inspiration from wine and brandy barrels and will be branded with the Chapel Down logo.

The planters themselves will be split into two sections. At the rear, small juniper trees will be planted to make reference to the distillation of gin on site. At the front there will be a removable tray which will allow for different plants to be slotted in at different times of the year, bringing a variety of colours and textures.

Added to the side of the planter will be a collapsible table which will allow the planter to be used when necessary as an additional table (see Figure 30).





Arbutus unedo



Ficus carica



Dryopteris filix-mas



Hedera helix  
'Arborescens'



Sambucus nigra  
'Laciniata'



Sarcococca hookeriana  
var. humilis



Vinca 'Gertrude  
Jekyll'



Armeria maritima



Chasmanthium  
latifolium



Dianthus  
carthusianorum



Erigeron  
karvinskianus



Hakonechloa macra



Hedera arborea



Lavandula x  
intermedia 'edelweiss'



Lavandula x  
intermedia 'Vera'



Nerine bowdenii



Phlox 'Edward  
Bowles'



Rosmarinus officinalis  
'Severn Sea'



Sedum acre



Sedum bertram  
anderson



Sisyrinchium striatum



Waldsteinia ternata

Figure 31: Existing planting palette to be retained





Juniperus communis



Malus domestica 'Espalier'



Thymus vulgaris



Triticum



Vitis vinifera



Angelica archangelica



Coriandrum sativum



Humulus lupulus



Lavandula angustifolia 'Hidcote'



Sambucus nigra

Figure 32: Additional planting palette

Planting Palette

The existing planting palette on site is to be retained as much as possible as it currently is in a good condition and aesthetically enhances the external areas of the site. Figure 31 shows the range of plants already in place which will remain part of the landscaping scheme.

As well as retaining as much of the current planting scheme as possible, we will enhance the existing planting by proposing an array of new species, shown in Figure 32.

As stated previously the focus will be the development of a concept which links the plants specified, with the key ingredients used within the Chapel Down's selection of drinks. Through this we aim to create a strong connection and narrative between the landscape and Chapel Down.



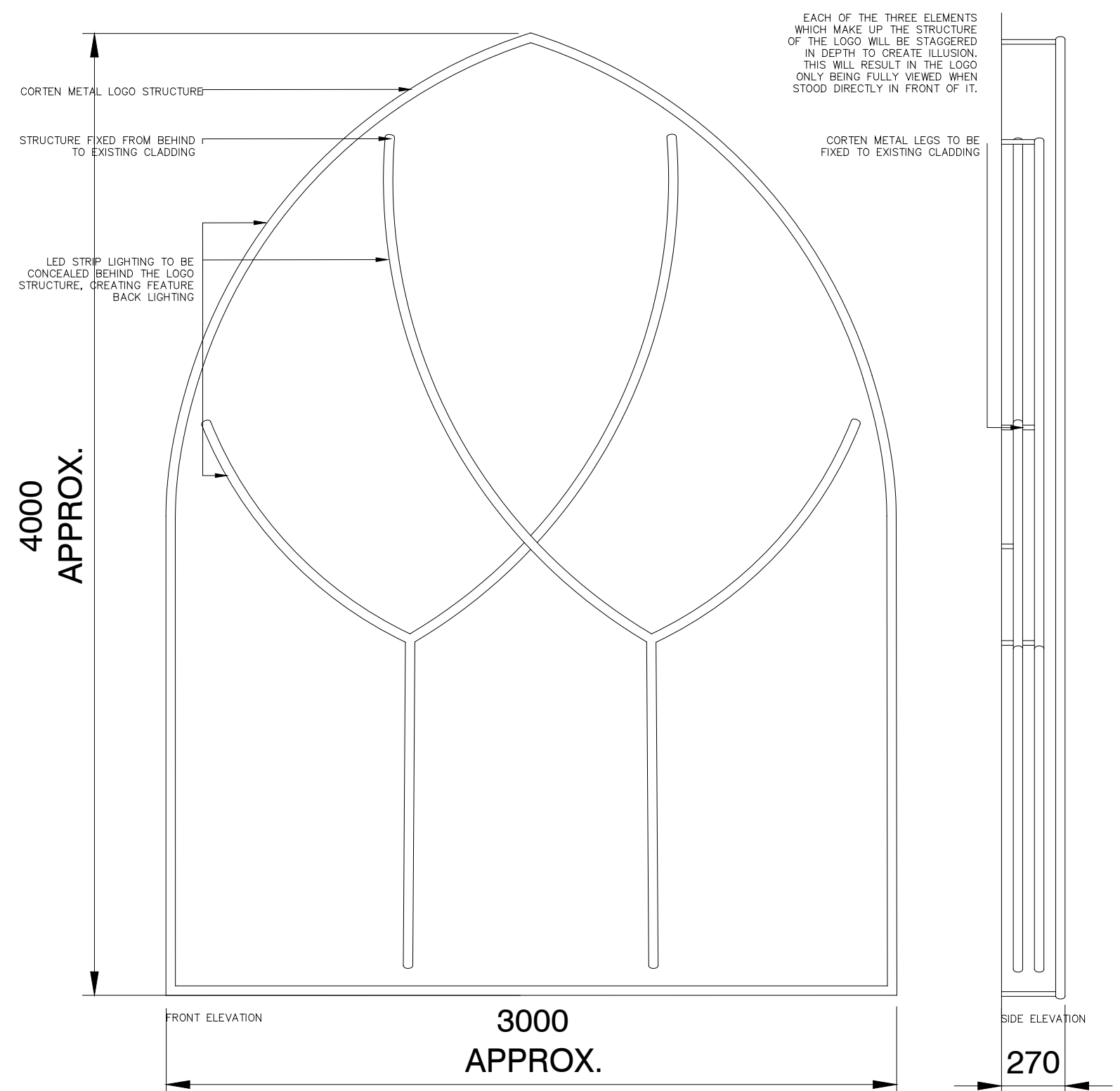
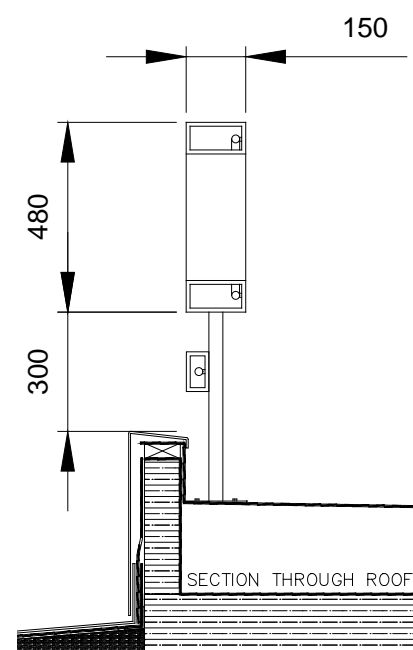
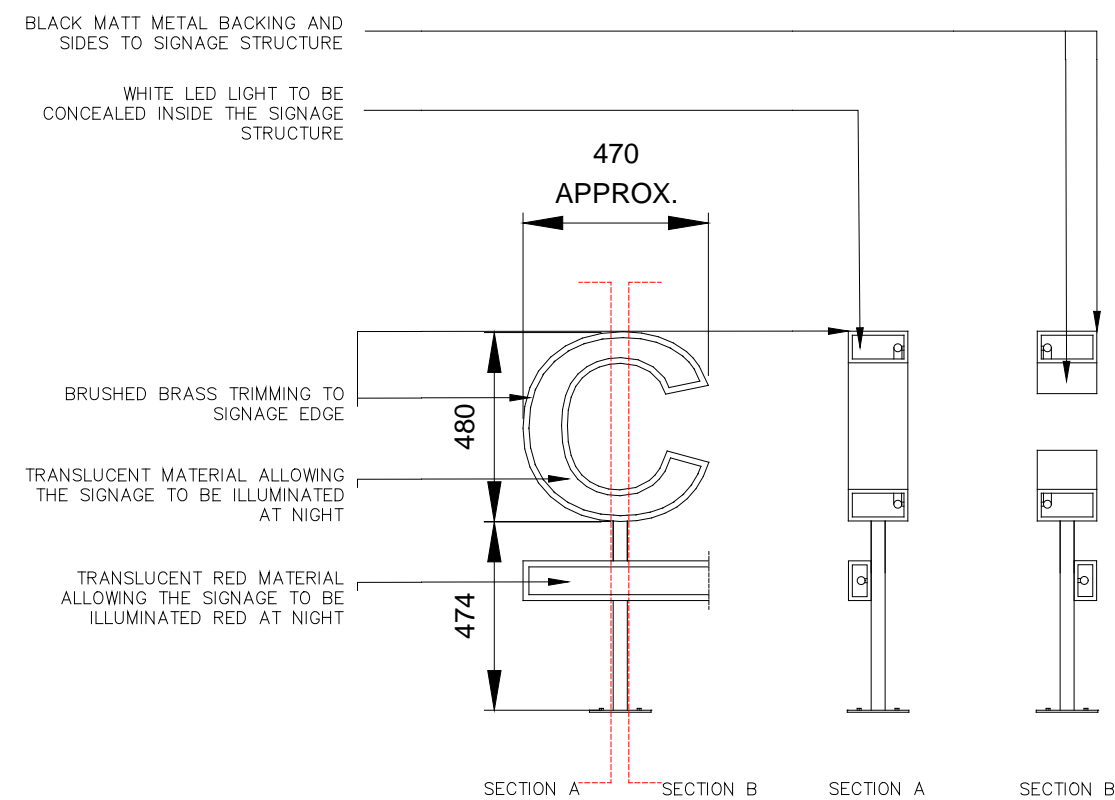


Figure 33: Sections, elevations and precedent images of the proposed illuminated signage

# Lighting & Signage

## 2.4

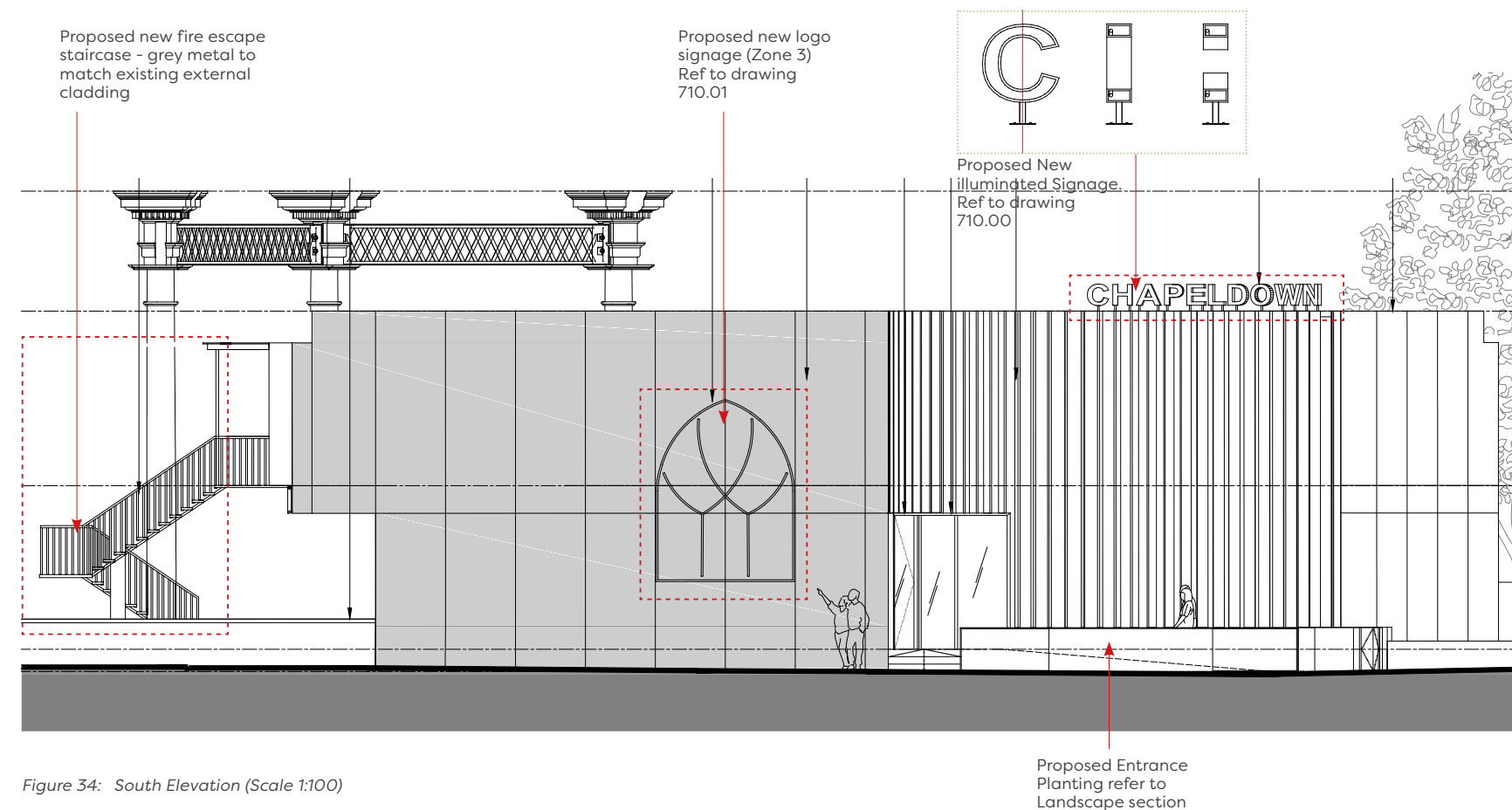


Figure 34: South Elevation (Scale 1:100)



Figure 35: Proposed signage to first floor terrace on the west elevation

### Signage

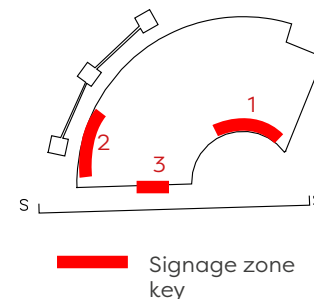
The application also seeks advertisement consent for three new signage zones. The name “CHAPEL DOWN” will appear on illuminated signage fixed to the top of the parapet in two locations to signal the building to visitors from multiple angles, including from Granary Square. As shown in Figure 33 the lettering and their mounts will be 954mm in height, albeit 174mm of this will sit behind the parapet of the building so only 780mm will be visible. Each letter will feature black matt metal backs and sides so that the light is directed to the south and west and does not cause a nuisance to residences to the north.

The illuminated signage can be seen from other angles in the elevations provided in Section 2.2 Material and Appearance, as well as Figure 34 which shows the south elevation.

A third signage zone is proposed on the southern elevation to enliven the blank wall through an artistic rendering of the Chapel Down logo, also shown in Figures 33 and 34. Measuring 4000 x 3000mm, the logo will be constructed from corten metal to contrast with the dark grey background of the building facade. The logo will also be subtly lit from behind so that it stands out at night.

### Lighting

It is intended that the bar will largely retain and use the external lighting provided for the marketing suite, including uplighting to the replica guide frames and directional discrete lighting to avoid light spill onto the adjacent canal. Apart from the proposed illuminated signage described above, the only new lighting proposed is 6 spotlights attached to the west elevation on the first floor terrace, shown in Figure 35. The lights are sized to be discrete, measuring H13cm x W8cm x D9cm and will be finished in brass to complement the other brass detailing across the building, including the proposed signage.





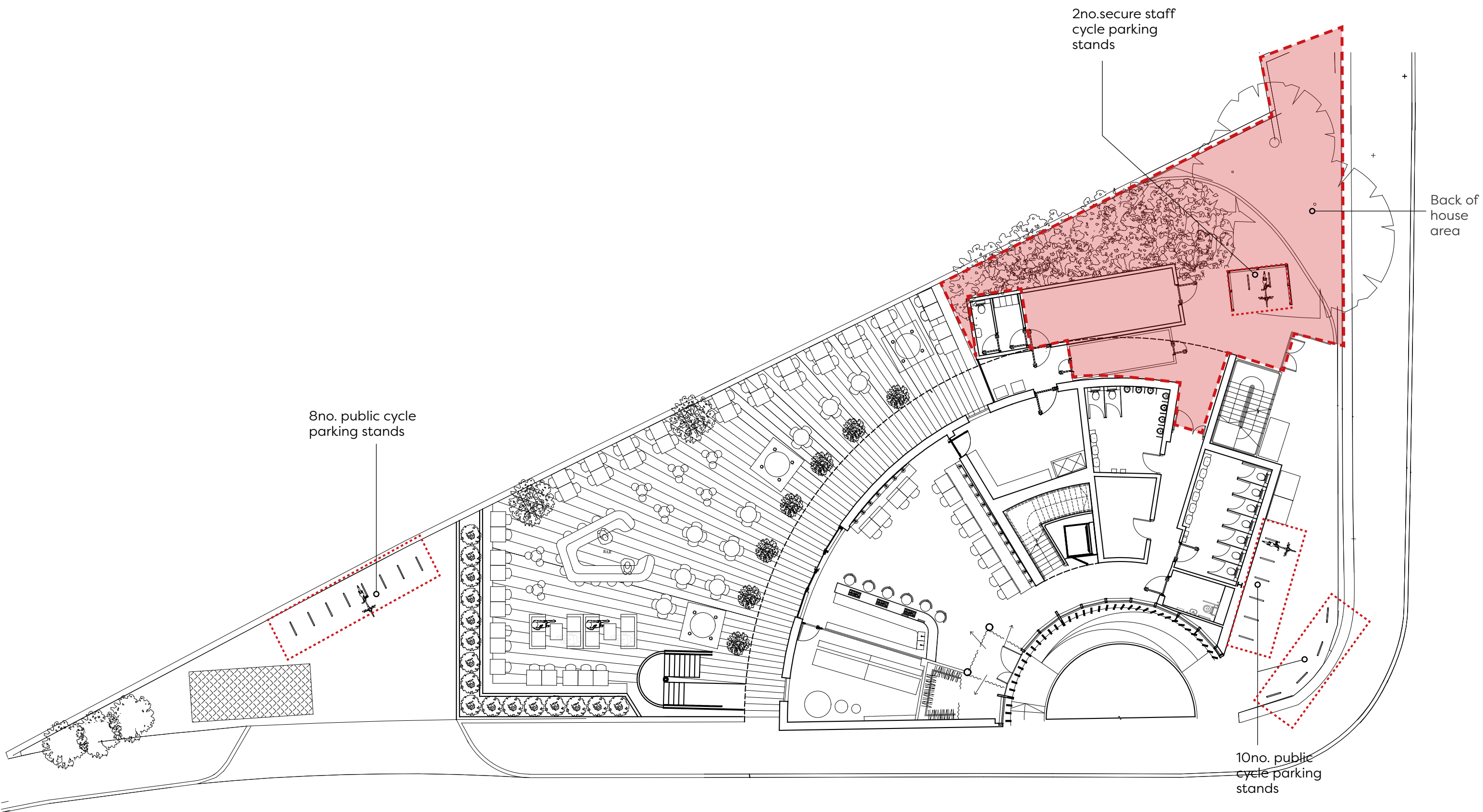


Figure 36: Ground Floor Plan Vehicle and Cycle Access

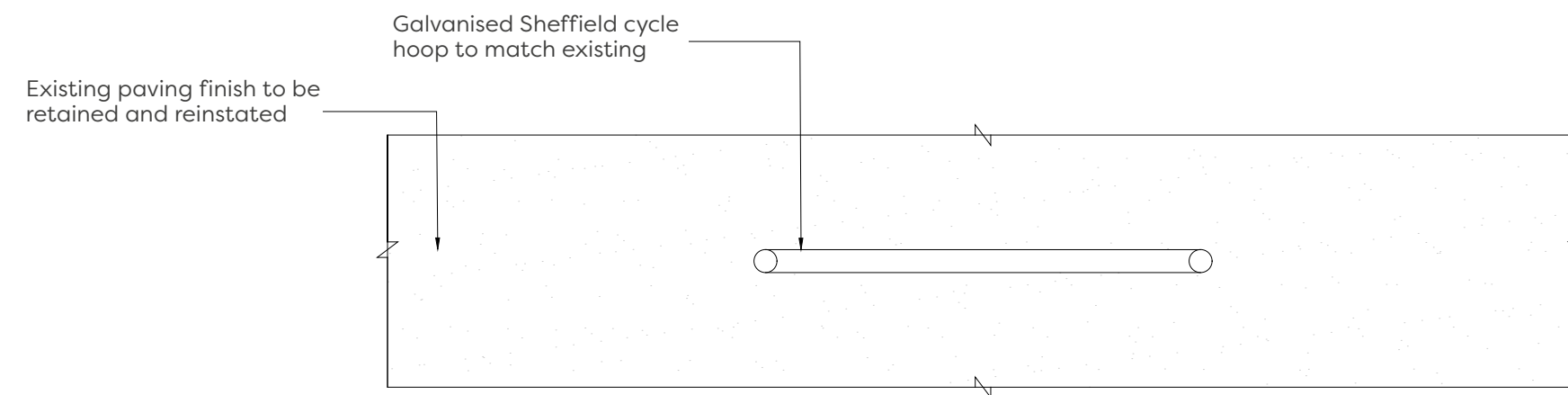


Figure 37: Cycle stand detail in plan

## Transport

The site sits within Development Zone F of the King's Cross Development Site. It benefits from being located within less than 1/4 mile from King's Cross St Pancras Stations, with six London Underground lines, two national mainline train stations and the international high speed rail. London's five international airports are within an hour away by train. There are also 14 bus routes within a 1/4 mile radius of the site. Consequently, the development aims to promote sustainable modes of transport over car use through the provision of cycle parking and no provision for car parking. Visitors and staff are also expected to use the excellent pedestrian links which already exist along York Way, King's Boulevard and Goods Way to the public transport connections outlined above.

## Cycle Parking

The proposal incorporates 34no. cycle parking spaces, as illustrated in the plan opposite (Figure 37). This represents an uplift of 28 spaces on the current level of provision. The location of the spaces can be summarised as follows:

- 6 sheffield stands (12 spaces) along the east facade of the building for visitors;
- 4 sheffield stands (4 spaces) adjacent to the retaining wall in the south-east corner of the site for visitors;
- 8 sheffield stands (16 spaces) within the service area to the west of the building for visitors; and
- 2 covered sheffield stands (4 spaces) for staff located to the north of the site behind secure fencing within the back of house area.

This provision exceeds the London Plan requirements (as referenced in Camden's Local Plan) which would require 3 spaces for staff (ie long stay) and 14 spaces for visitors (ie short stay).

The cycle stands will take the form of galvanised Sheffield stands securely bolted into the ground (see Figure 38) and will be accessible to visitors of the bar and restaurant. Detailed drawings of the proposed cycle rack are shown below.

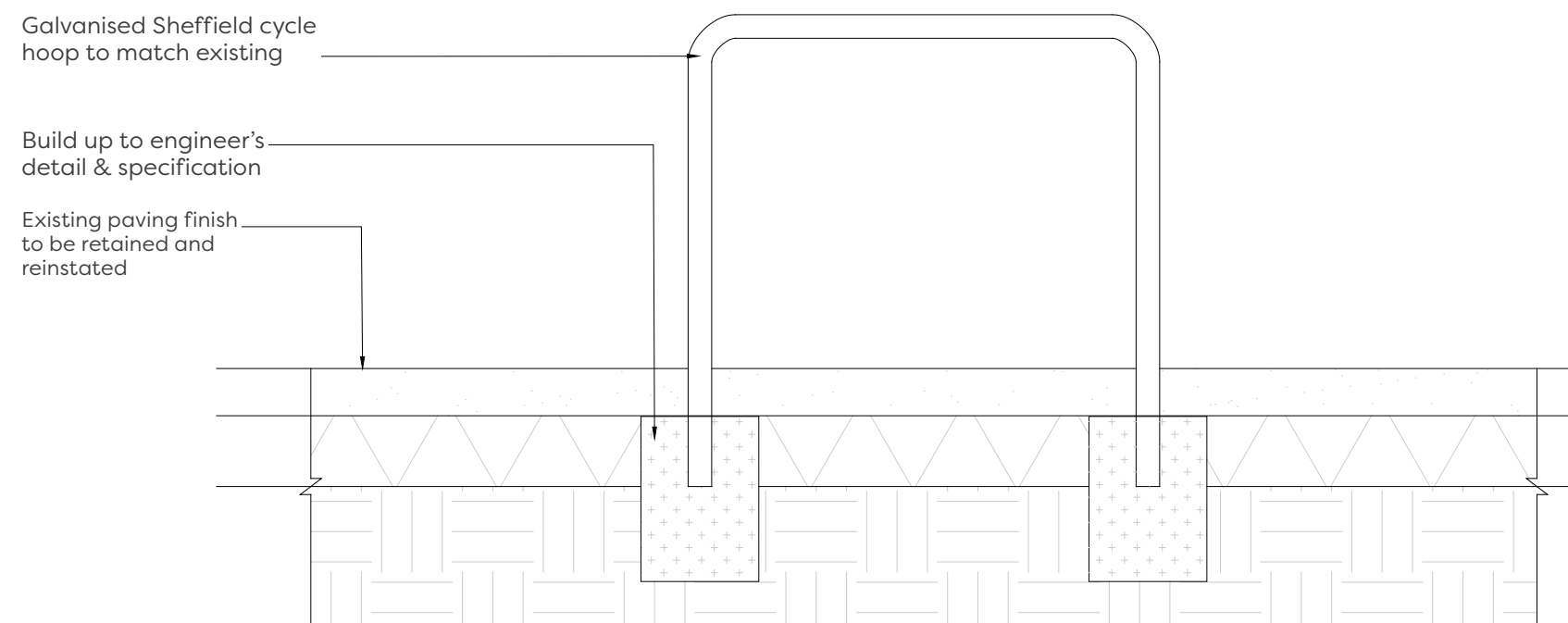


Figure 38: Cycle stand detail in section



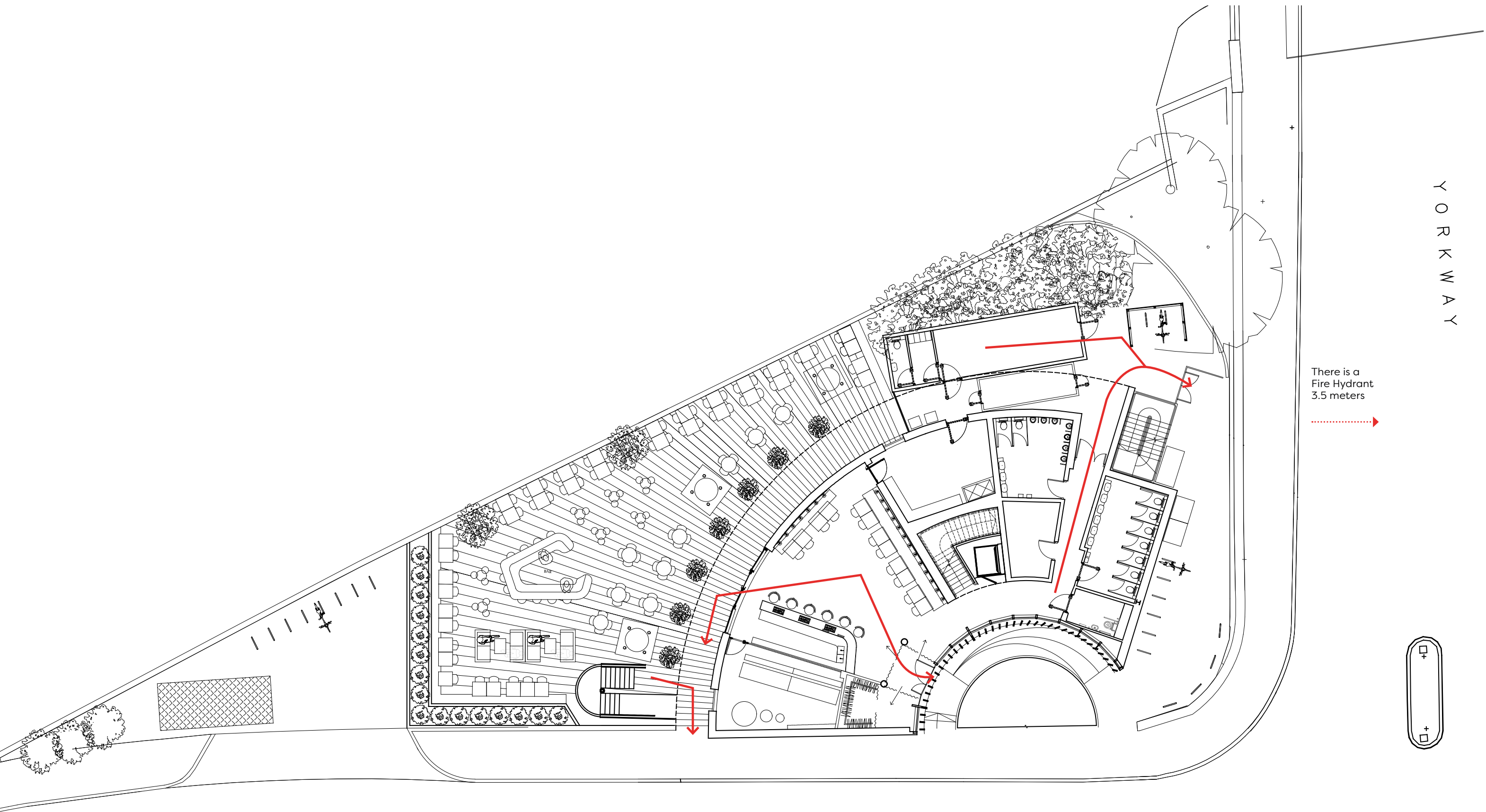


Figure 39: Fire escape routes at ground floor

## Access

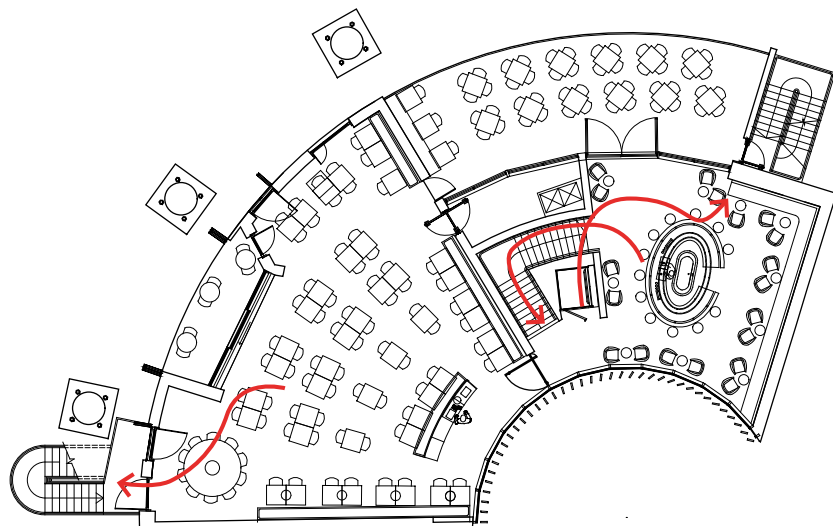


Figure 40: Fire escape routes at first floor (Scale 1:300 @ A3)

### Car Parking

Given the excellent transport links and cycle parking amenity listed above, the proposal does not provide any dedicated visitor car parking. The existing two spaces have been removed to make way for a delivery loading bay and cycle parking.

Accessible parking is provided within a short distance at Wharf Road, on the northern side of the Regent's Canal, which serve the requirements of this venue. There is also a number of pay and display spaces on Crinan Street, on the other side of York Way, which can be used by blue badge holders for free.

### Inclusive Design

All users will enter the building via the main entrance on Goods Way. An accessible route is provided with a 1 in 21 ramp or alternatively two steps will take users up the landing in front of the entrance. Once inside a central stair or DDA compliant hydraulic lift provide access to the first floor. Level threshold access is provided to all entrances, including the main entrance and the first floor terrace.

All publicly accessed doors provide a minimum clear opening width of 850 mm (1000mm for entrances) and are provided with visual manifestations where glazed, and/or vision panels where solid and on an access route.

A unisex accessible WC is retained from the original building which complies with Part M of the Building Regulations and BS8300:2010.

### Fire Safety and Emergency Vehicle Access

At ground floor level, there are three means of egress: the front door, a door to the terrace and the service entry at the rear.

On the first floor, the proposed design accommodates a new external staircase on the western elevation, leading down to the terrace. This is in addition to the existing fire escape located to the east of the building. This brings the total means of direct egress from the first floor to two.

Both the existing escape stair and the new stair will be fitted with a new canopy to protect the stair from exposure to rain, which could make the surface slippery.

Within the building, the existing central stairs and lift will be retained, and level thresholds will be maintained throughout the premises.

Emergency vehicle access will be to the front entrance, and one of the side elevations. It is not proposed to provide dedicated Fire Service access routes other than the existing public highways, as these are deemed close enough to allow for full fire-fighting access.



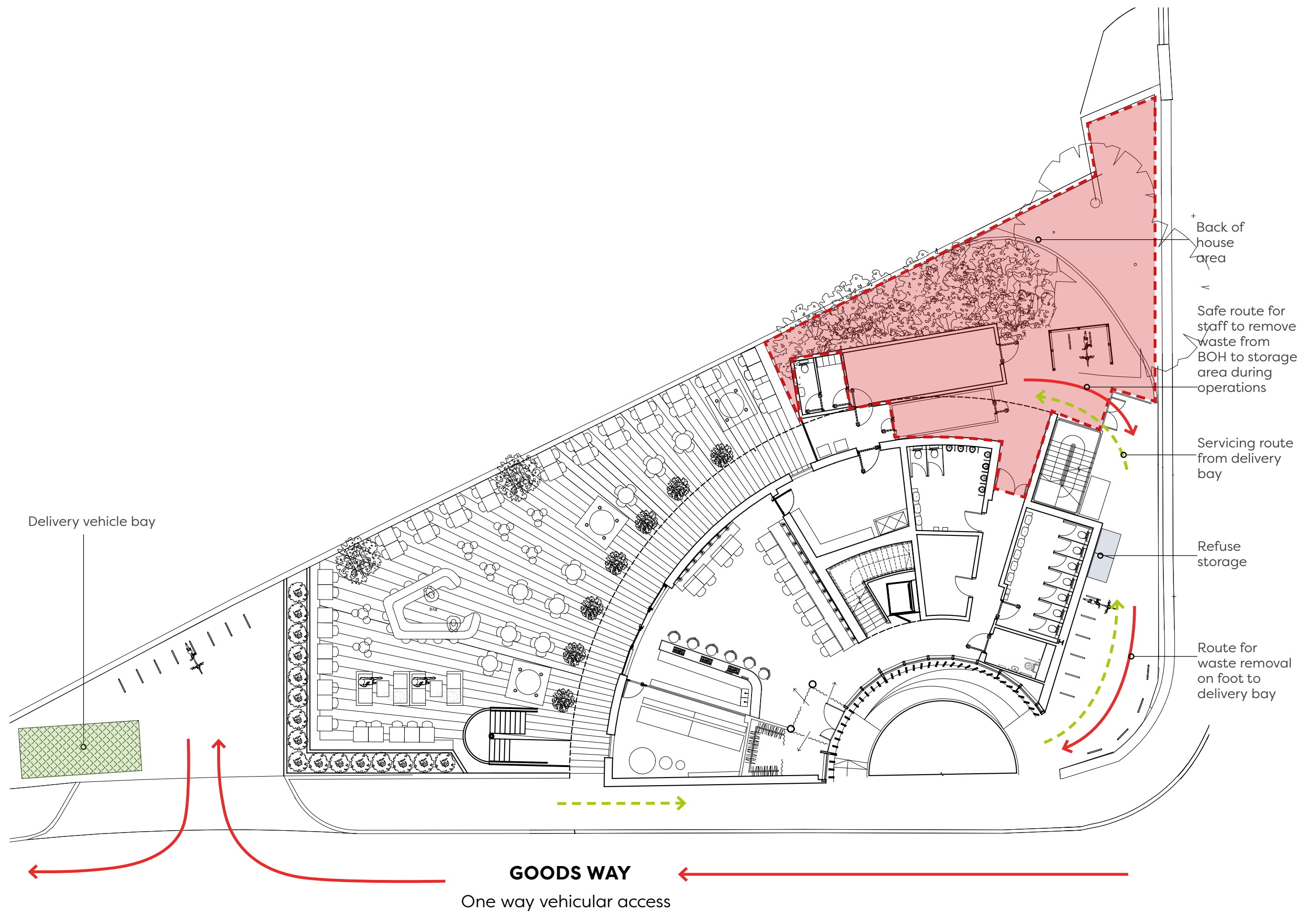


Figure 41: Servicing Strategy Plan

## Deliveries Strategy

The existing two car parking spaces have been removed to make way for a delivery loading bay located on the western edge of the Site, shown in green on Figure 41. The proposal also calls for the removal of one of the bollards along the cycle lane, which currently runs along the pavement.

Deliveries are expected to take place daily, early in the morning, and be relatively short in duration. The diagram to the right illustrates the proposed delivery plan. Only small transit vans will be permitted. Vehicles will be able to drive into the loading bay and manouvre within the service area to drive out in forward gear. Tracking diagrams are provided as part of the separate Drawing Package which demonstrate how this will be achieved.

Goods will be carried on trolleys over the short distance along the pavement, from the loading bay into the back of house area (indicated in green on Figure 41).

This proposal takes into account the temporary construction access along Goods Way, whereby Goods Way has been reduced to one lane of traffic moving east to west. This has been put in place until late 2021 to facilitate the construction of development Zone A (Google).

## Waste Strategy

Refuse will be stored in trolley bins located against the eastern elevation as indicated in blue on Figure 41.

It will be carried by the bar staff from the kitchen and other internal back of house areas to the trolley bins throughout the day, via a route that is at all times separated from customer traffic. This route takes waste out from the rear of the building, through an exterior back of house area (indicated in red on the plan to the right).

Waste will be managed in accordance with the local council's requirements, including separation of recyclable materials and of organic waste on the premises.

Chapel Down will contract for waste removal with King's Cross Estate Services, which manages waste across the KXC site. This service will ensure glass crushing, cardboard compacting, zero waste to landfills.

It is envisaged that collections would occur on a daily basis, with the bins being wheeled on foot from the waste storage area to the delivery bay at the appropriate time, for transfer into a vehicle. The King's Cross Estate Services team uses e-tugs, which offer a low carbon emissions mode of transport.

This waste strategy mirrors that of the Filling Station, which previously operated a similar use on the site, including the location of the refuse store.









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