

Address:	Kings Cross Central - Main site Development Zone A 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:	2017/3133/P	Officer: Jennifer Walsh	
Ward:	St Pancras & Somers Town		
Date Received:	26/06/2013		
Proposal: Reserved matters in relation to Zone A for erection of 7-11 storey building for use as offices (Class B1) with ancillary staff facilities including a cafe, gym, pool, Multi Use Games Area, events centre and landscaped roof garden; retail at ground floor level (Class A1) and two levels of basement incorporating a loading bay, 4 x accessible parking spaces, mechanical plant; and works to public realm in Battle Bridge Place, King's Boulevard and Goods Way as required by conditions 6, 9,10,12, 14, 16-23, 26, 27, 28, 31, 33-38, 45, 46, 48, 49, 50A, 51, 56, 60, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 subject to a S106 agreement for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area.			
Drawing Numbers: Site Location Plan; Site Plan; KXC-A-001-T-BDP-00-09810 P06; -09910 P07; 10010 P08; 10M10 P08; 10110 P07; 10210 P06; 10310 P06; 10410 P06; 10510 P06; 10610 P06; 10710 P07; 10810 P06; 10910 P06; 11010 P06; 11110 P06; 11210 P05; 30004 P05; 30040 P06; 30041 P06; 30042 P06; 30043 P06; 30002 P05; 30020 P06; 30021 P06; 30022 P06; 30023 P06; 30001 P05; 30003 P05; 20001 P05; 20002 P05; 20003 P05; 20004 P05; 20005 P05; 20006 P04; KXC-A-001-T-BDP-21-50001 P05; 50002 P05; 50003 P05; 50004 P05; 50005 P05; 50006 P05; 50007 P05; 50008 P06; 50009 P06; 50010 P05; 50011 P06; 50012 P05; 50013 P06; 50014 P05; 50015 P05; 50016 P05; 50017 P06; 50018 P06; 50019 P04; KXC-A-001-T-GIL-00-10002 P04; 00-10003 P03; 91-10001 P03; 00-20010 P03; 00-20011 P03; 00-20012 P01; 00-20013 P01; 00-20014 P01; 00-20015 P01; 90-50000 P03; 90-50001 P03; 91-50000 P03; 91-50001 P01; 00-11201 P03; 00-11202 P03; 90-11204 P03; 90-11205 P03; 90-11206 P01; 90-11207 P01; 91-11204 P03; 91-11205 P03; 91-11206 P01; 91-11207 P01; 00-20040 P03; 00-20041 P03; 00-20042 P03; 00-20043 P03; 00-20044 P03; 00-20045 P03; 00-20046 P01; 00-20047 P01; 00-20048 P01; 00-20049 P01; 90-50040 P03; 90-50041 P03; 90-50050 P03; 90-50051 P01; 90-50060 P03; 90-50020 P03; 91-50021 P01; 91-00011 P03; 91-50010 P03; 91; 91-SH001; 91-SH002; 91-SH003; 91-SH004; 91-SH005; 91-SH006; 91-SH007; 91-SH008; Environmental sustainability Plan May 2017; Access Statement May 2017; Compliance Report May 2017; Earthworks and Remediation Plan May 2017; Urban Design Report May 2017;			
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) and Google UK Limited	Argent LLP 4 Stable Street Kings Cross London N1C 4AB

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GEA)
Existing	<i>Vacant site</i>		<i>N/A</i>
Proposed	<i>B1a</i>	<i>Office</i>	<i>76,137 m²</i>
	<i>A1</i>	<i>Retail</i>	<i>4,376 m²</i>
	<i>B1/A1</i>	<i>Shared Space (in basement and 1st floor)</i>	<i>306m²</i>
	<i>N/A</i>	<i>Basement (excluded from total floorspace figure comprising service bays, refuse storage, parking, plant and utilities)</i>	<i>(11,054 m²)</i>
	<i>N/A</i>	<i>Other (also excluded, comprising infrastructure, utility elements, plant, cycle stores)</i>	<i>(11,313 m²)</i>
		Total GEA	80,819 m²

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Proposed	<i>0</i>	<i>4 for staff and authorised visitors</i>

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.

The application is a 'major development' as defined by Communities and Local Government. The application therefore needs to be determined within 13 weeks from the date of submission which expires on 29 August 2017.

EXECUTIVE SUMMARY

This report considers a reserved matters application submitted in respect of the King's Cross Central Outline Permission for development Zone A.

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. These principles include subdivision of the masterplan site into a series of Development Zones (A-V) and sub-zone plots, fixing the type/quantum of land uses proposed within each Development Zone and indicating building layouts, plot access points, and scale parameters defining lower/upper limits on building height, width and length within plots. This Reserved Matters application therefore, is the final stage in a two stage planning application process for securing full permission for the development of this particular building plot which comprises Zone A.

It should be clarified at the outset that whilst Zone A is identified as a number of different subzones in the approved 'masterplan', the outline permission does not preclude development of the whole in the form of one single building which is being proposed by these reserved matters. The proposal is designed for the bespoke purposes of an identified occupier, Google UK Ltd, to serve as the company's new headquarters in the UK. The principle of such has been previously approved under the extant permission, by Committee in 2013 under reference 2013/4001/P. This design was of a similar scale in terms of height and bulk.

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 and external appearance 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 The site is a long, tapering plot in the southern part of the Kings Cross Opportunity Area that forms a very significant part of the wider King's Cross Central masterplan site. With an approximate length of 330 metres and area of 1.2ha, it aligns along the entire east side of the north-south spine road Kings Boulevard with zones B2, B4 and B6 making up the western side. It extends from Battle Bridge Place in front of Kings Cross Station's new Western Concourse in the south, to its northern termination on Goods Way where it addresses Regents Canal, Canal Square and Granary Square beyond to the north. Its eastern side is bounded by Kings Cross Station and the railway lines that lead northwards from it before disappearing under a viaduct beneath Goods Way.
- 1.2 Along its length, Zone A drops by between one and two storeys, approximately 8m as one moves from Goods Way to Battle Bridge Place. Further, Goods Way reaches a plateau at this point from its upward slope from Pancras Road before sloping gently down again to the junction with York Way. The railway tracks at this point are formed within a cutting which exposes the basement level of Zone A where the Shared Service Yard, Access Ramp South and Access Ramp North have already been constructed along the length of Zone A. The shared service yard and Access Ramp South were completed in July 2010, replacing most of the pre-existing above ground vehicular servicing for King's Cross Station and the Access Road South was completed later in November 2013.
- 1.3 Development plot Zone A was designated within the Outline Revised Development Specification as being for mixed use new development of offices (B1) as the principal land use and shopping/food and drink (A1/A2/A3/A4/A5) below, with scope also to include some hotel/serviced apartment accommodation if desired. The Zone B building plots on the west side of the Boulevard are designated for similar uses the three buildings have all been completed and are occupied. There is no existing residential use within the immediate or wider vicinity of Zone A, the nearest being in LB Islington to the east of York Way. The only planned residential for the Kings Cross Central south of the Regents Canal is in Zone F (currently the Gasholders marketing suite) to the north east on the opposite side of Goods Way.
- 1.4 The plot forms part of the Kings Cross St Pancras Conservation Area, with the Regents Canal Conservation Area commencing on the northern side of Goods Way. Part of its immediate context is formed from a group of listed buildings including the Grade 1 Listed Kings Cross Station immediately to the south-east and St Pancras Station to the south-west, together with the grade 2 listed German Gym, Stanley Building and Great Northern Hotel. The plot also lies a short distance to the south of the grade 2 listed Granary building and Granary Square which form part of the Regents Canal Conservation Area, as well as bordering the Regents Canal itself.
- 1.5 In terms of policy designations, a Planning Brief was adopted on 14 January 2004 and this informed the grant of outline planning permission. Under the recently adopted Local Plan policy G1 Delivery and Location of Growth, the site forms part of the King's Cross Growth Area. Policy G1 supersedes Core Strategy policy CS1.

2. THE PROPOSAL

- 2.1 The proposal is to develop the whole of Zone A for a new office headquarters building with 17 retail units on the ground floor level fronting Kings Boulevard. The building has been designed to fit the requirements of the applicant Google UK Ltd.
- 2.2 The proposed building provides 76,137sqm of offices across 7-11-storeys to accommodate up to 5,000 employees plus visitors. In addition to the office facilities, there would be 17 retail units of varying sizes totalling 4,376sqm that would complete the identity of the Boulevard as a retail environment. There are also two basement levels totalling 11,313sqm comprising loading bays, 4 disabled parking spaces, refuse storage, plant and utilities. These are to be accessed from the adjacent shared service yard ramp which is already constructed. Cycle parking is proposed to be accessed via its own separate access off Goods Way. It is proposed to be in the basement level which is accessed by a ramp and would provide 616 spaces.
- 2.3 Google UK Ltd have been actively involved throughout the design process. They have expressed their design through creating a building which seeks to explore the ambition of Google to integrate with the community and the wider city as well as create an inspirational place for its employees. The building has been driven by Google brief to create a large continuous floor plates in order to facilitate the varied requirements of its unique business operation. To facilitate this, the design proposes a unique structural solution of three main floorplates hung from those above, creating a column free perimeter and creating spaces with different characters to support workspaces and ancillary uses.
- 2.4 Integrated within the offices are various ancillary uses including staff cafés, multi use games area (MUGA), gym and wellness facilities which include a swimming pool; and 450 seat auditorium.
- 2.5 Measuring approximately 300m in length and between 20m to 60m in width from the south to the north, the roof plane extends from levels 7 to 11. It is proposed to create a useable oasis on the roof through the creation of four distinct character areas that involve 8,590m² of landscaping on the roof. The areas include a Trim Trail, a large outdoor seating area and an amphitheatre.
- 2.6 This proposal is to be the largest buildings in Kings Cross Central and therefore it is particularly important that the building is successful in responding positively and sympathetically to the neighbouring listed buildings and the Kings Cross Conservation Area generally. The assessment section of this report will determine to what extent these challenges are considered to have been met.

Approvals of details

- 2.7 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
6	Reserved Matters submissions next to listed buildings – supporting details required
9	Landscaping details
10	Landscaping Programme
12	Landscaping - Steps and ramps
14	Phasing of approvals in 3 year periods
16	Reserved Matters submissions shall be accompanied by an urban design report
17	Reserved Matters submissions shall be accompanied by an environmental sustainability plan
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
26	Other structures and buildings (Utilities/Infrastructure)
27	Details of floorspace figures, floorplans and layout of the uses
28	Details of refuse storage and collection arrangements
31	Development shall be carried out within the defined parameters
33	Limit of 713,090 sqm floorspace for the entirety of the King's Cross Central site
34	Limit of 244,250sqm floorspace for development south of the canal
35	Uses permitted
36	Permitted Uses to be distributed between Development Zones
37	Limit of 51,500sqm basement floorspace south of the canal
38	Details of basement floorspace
45	Drainage infrastructure - Limit on peak discharge to existing combined sewers
46	At least 15% of the buildings shall have green and/or brown roofs

48	Requirement for necessary pipework to connect to the district heating/combined heat and power systems
49	Maximum car parking standards
50A	Use of car parking spaces
51	Cycle parking to be provided in accordance with 2006 UDP standards
56	Archaeological investigation and mitigation
60	Reserved matters submissions shall be accompanied by full particulars of the noise impact of any plant
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 **2013/4001/P:** Reserved matters relating to Development Zone A for the erection of a seven to eleven storey building comprising predominantly office use (Class B1) above retail/food and drink uses (Classes A1-A5) and a staff cycle store at ground floor level; plant refuse and service areas at basement; and limited adjacent areas of external landscaping; together with associated details as required by (or to demonstrate compliance with) conditions 6, 9, 12, 14, 16-23, 26, 27, 28, 31, 33-38, 45, 46, 48, 49, 50A, 51, 56, 60, 64-67 of the outline planning permission for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area (Ref: 2004/2307/P granted subject to s106 agreement on 22 December 2006). **GRANTED 17/09/2013 (*Not implemented yet still valid and could be built out*)**

3.3 ***Relevant Applications***

2017/3442/P: Non-material amendment to redistribute basement floorspace across the development as granted under application 2004/2307/P dated 22/12/2006, 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 amendments include a proposed increase the maximum total basement floorspace south of the canal by up to 4000sqm and a correspond decrease to the maximum total basement floorspace north of the canal (condition 37). **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 Zone A 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.

Relevant to Zone A:

- 3.9 Zone A comes forward as part of the second major phase of the Kings Cross Central development having been enabled now that the enabling works comprising Kings Boulevard and Battle Bridge Place (2010/3152/P) and the Shared Service Yard (2009/0208/P and 2009/0208/P and subsequently revised pursuant to 2013/0510/P) are complete.

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 **English Heritage GLAAS** – No Archaeological Requirement
- 4.3 **Thames Water** – No response has yet been received.
- 4.4 **Transport for London - London Underground Limited** – No comments
- 4.5 **Network Rail** - The development site is subject to a Deed of Asset Protection to ensure that the railway infrastructure is protected and the developer has already held talks with their Asset Protection Team (ref WB20348) in relation to construction methodology, boundary treatments and railway access etc. They have no comments to make on this application, subject to the continuation of these discussions and the relevant agreements being made to protect the railway infrastructure as necessary.

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

Non-Statutory Consultees

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

4.8 **Regents Canal Conservation Area Advisory Committee - *Objection***. Fitting such a huge building into the urban fabric, as the parameters of the 2006 outline consent permit and encourage, without overpowering the surrounding features and the people who pass by, presents quite a challenge. After studying the proposals, the CAAC believe this has been ably achieved for the most part, and the scope and imagination of the facilities provided are superior to those of the previous approved scheme. However, they have considerable misgivings at the northern end, where the facades are the largest and most exposed. Granary Square is the centrepiece of Kings Cross Central, while the historic Regent's Canal and railway buildings deserve enduring standards of architectural design. The division into four horizontal layers with uniformly repeated cornices is crudely handled and the treatment is overemphatic, whereas a calming effect is called for at this scale. The handling of the elements within the panels at the subsidiary scale seems over complex and ill thought through. The inevitable shade that will be cast on the square is already on the downside. They ask for the architecture of the northern elevation be reconsidered. (*Officers Response: Please refer to paragraphs 6.46-6.92 where the design of the building is discussed*).

4.9 **Kings Cross Development Forum –*Comment***. The scheme appears to have been carefully worked through at several levels; the landscaped roof is a particularly noticeable feature. The diagonals of the façades seem to be tied convincingly to the internal circulation arrangements and to the tapered shape, with the reduction in height and width towards the historic buildings and public space in the south. The Forum notes that the scheme appears to be very inward-looking, with (for instance) its own gym, pool and Multi Use Games Area. There are the following respects in which the Forum would like to see changes and which could be expressed in conditions on the planning consent (if granted).

1. The brief for the architects is said to have made no mention of the possibility of reinstating the bridge over the railway lines. The building could be configured to permit a future passage through to the bridge, most likely between cores 3 and 4 of the building. (*Officers Response: Please refer to paragraph 3.7 and 6.13. This obligation has now ceased*)

2. The designers are proud of the urban greenery offered by the roof top gardens. There is talk of opening the gardens to the public once or perhaps twice per year. The Forum considers that the gardens could be opened much more frequently than that (at least monthly, say). Other buildings elsewhere in London have done this for many years; 1 Poultry is an obvious example. Resolving any risks to security and confidentiality should be well within the capabilities of these designers. (*Officers Response: Google has stated its willingness to open the garden to the public for events such as Open House. There is no requirement for an area of public open space to be created on this plot within the outline permission*).

3. There has been mention of occasional events in the auditorium being open to the public. The Forum would like to see a regular programme, perhaps akin to those being set up by the Francis Crick Institute and the Institute of Physics. Though Google is a commercial organisation, not an educational institution, the contributions from the people in this building and its other two buildings in the neighbourhood should enable it to offer more than marketing presentations. They could start with courses in coding, statistics and setting up companies (for example). *(Officers Response: Officers have discussed the opportunities to open up the auditorium for public use. However, the internal program for spaces such as this is very busy and therefore, there is limited opportunity for many more events. Officers are continuing to work with Google outside the planning remit to strengthen their links with the wider community.)*

4.10 **LB Islington** – No reply to date

4.11 **Met Police Crime Prevention Design Advisor** – confirm that they have been in discussion with the applicant and these discussions are continuing.

4.12 **London Wildlife Trust:**

- This building will support one of the largest green roof projects in Britain.
- However, the current design and planting plan does not provide sufficient account for local biodiversity; rather it appears to have taken a generic approach.
- The roof should provide opportunities for environmental education for Camden residents
- Limited details are provided on the bird and bat boxes;
- Biodiversity beneficial planting should be of a sufficient quantity and quality to support additional beehives (not without supplementary feeding).
- A significant majority of the trees to be planted on the roof (some 238 trees) are of Typology 1; to comprise of 65% native and 35% non-native species. However, of the species proposed in the palette this includes just five native species plus two ornamental cultivars of native species and 13 non-native species. Of the other trees, the 17 fruit trees proposed in Typology 2 consist of four species, of which two are apples, one a medlar and one a fig (all naturalised in and around London, albeit not native). The other 'garden' trees (26 trees) are all non-native.
- The apples and medlar may provide some value for invertebrates, but the majority of other proposed species are not locally native, and have a much more limited biodiversity interest.
- In addition to the lack of native and non-native biodiverse species on the list, several included are listed on Schedule 9 (Part II, Plants) of the Wildlife and Countryside Act 1981 (as amended) as non-native species which would be illegal to plant in the wild or allowed to escape into the wild because of their invasive nature.
- However, in the context of King's Cross these are unlikely to be of significant concern. Nevertheless, they do not adequately represent local ecological vernacular and could easily be substituted with more appropriate species to meet policy expectations.

Officers Response: These points have been discussed with the applicant, and due to the design stage, the species and the tree lists are only indicative. These comments are being taken into account by the applicant and their consultants and a condition is recommended for the landscaping details to ensure that the species are of the correct ecological value for both the landscape itself and the wider area. A condition is also recommended to secure the details of the bird and bat boxes.

Adjoining Occupiers

4.13 4 site notices were displayed on the Kings Cross Central site, 2 along the Boulevard, one in Battle Bridge Place and one on the corner of Goods Way with York Way. These advertised comments from 02/06/2017 to 23/06/17. Further, a press notice advertising the application was published in the Ham & High newspaper on 08/06/2017.

4.14 One comment was received from 12 Maithen Crescent, Shrewsbury as follows:

-The design will not lead to a finished building that is of a high architectural quality to give delight for many decades to come.

- This is closely linked to the public realm which should be open for all to enjoy, include extensive green spaces/winter garden, maybe a forest and include a play area for ALL ages. Further the design does not speak to the heritage of the former use of the site, and its importance.

They feel that the client, leading in many innovations could do so much better with a more innovative design.

(Officers response: as stated above, there is no requirement for an area of public open space to be created on this plot within the outline permission. Please refer to paragraphs 6.30 – 6.80 where the design of the building is discussed).

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
- A4 – Noise and Vibration
- A5 - Basements
- D1 – Design
- D2 - Heritage
- D3 – Shopfronts
- E1 – Economic development
- E2 – Employment premises and site
- CC1 – Climate change mitigation
- CC3 – Water and flooding
- CC4 – Air Quality
- CC5 - Waste
- DM1 – Delivery and monitoring
- TC1 – Quantity and location of retail development
- TC5 – Small and independent shops
- C1 - Health and wellbeing
- C2 – Community facilities
- C3 – Cultural and leisure facilities
- C5 - Safety and security
- C6 – Access
- T1 – Prioritising walking, cycling and public transport
- T2 – Parking and car free development
- 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 4 Basements and lightwells 2015
- CPG 5 Town Centres 2013
- 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);
- **Urban design**
- **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'. The RDS envisaged that this area south of the Regents Canal will form a new business enclave between the two stations composed principally of offices and complementary uses of a mainly non-residential nature. This is in contrast to the area north of the canal which is intended more as a mixed use community with increasing emphasis on residential as one progresses northwards. Zone A is a key component of this southern business quarter potentially forming up to 40% of the total floorspace south of the canal and occupying the entire eastern side of the new north-south thoroughfare that is King's Boulevard. Zone A is also the penultimate plot to come forward within the area with Zone F still needing to come forward with details but all other plots in Zone B are built are now completed, with all but one occupied.
- 6.3 The reserved matters submission now being considered proposes the development of the whole of Zone A as one single building to serve as the UK office headquarters for Google UK Ltd. Google already have an office presence on the Kings Cross Central site with Six Pancras Square which is already occupied and Building S2 which is under construction. Google will eventually accommodate 7,500 employees across these three offices.
- 6.4 Although comprising entirely offices on the upper floors, the ground floor is proposed to be divided into 17 different retail units to provide activity and complete the retail frontage and destination which was an overarching consideration for the vision of King's Boulevard as well as providing a draw up towards the north of the site and the Coal Drops.
- 6.5 The units themselves are intended to be flexible in unit size/subdivisions and nature of occupier provided this is within the permitted A1 use class. The outline

permission (within the schedule to Section LL of the Kings Cross Section 106 Agreement) allows for such flexibility in Zone A of unit sizes with no more than three units each exceeding 1,500sqm GEA.

- 6.6 The upper floors are proposed to be in B1 use and they are also proposing an extensive roof garden, and other ancillary units for staff including cafes, a gym and pool facility, a covered multi use games area (MUGA), an events centre and staff training facilities. These are part of the nature of Google's operation in bringing together people in a way that fosters a healthy, stimulating environment for its staff and promotes the innovation and creativity that defines the organisation. In this way these other uses are ancillary to the primary office function and are all included under the B1 use class umbrella.
- 6.7 In order to ensure that reserved matters proposals are appropriate to the scheme vision as a whole and do not overstep the necessary parameters identified by the outline application and its environmental assessment, a number of conditions and Section 106 obligations were attached to the outline permission. The following paragraphs therefore consider compliance with the parameters and related outline conditions insofar as they are relevant to Development Zone A and the wider southern section of the King's Cross Central site.

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 May 2017 accompanying the submission, which has aided the assessment of the primary facets of the Zone A development as set out below.
- 6.9 Conditions 31 and 33-36 (condition 32 being irrelevant dealing with retained buildings and structures of which there are none) 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 Zone A reserved matters proposals have been prepared with reference to the relevant parameters as required by condition 31. All parameters mentioned in condition 31 are relevant to Zone A apart from (c) relating to works to the Regents Canal; (n) which relates to the Gas Holder Triplet; and part (o) which relates to priority zones for green roofs and wind turbines and Zone A is not designated for either.

Principal Public Realm Areas (condition 31 a)

- 6.10 Condition 31 (a) states that development should accord with parameter plan KXC004 Rev. S, which defines the principal public realm areas. All the principal public realm areas surrounding Zone A have already been approved, including Kings Boulevard and Battle Bridge Place (2010/3152/P), realignment of Goods Way (2008/3731/P) and Canal Square –as part of the Zone B public realm reserved matters scheme approved in April 2010 (2010/0872/P). The area of public realm included within this submission relates to the extension of Battle Bridge Place to meet the south façade of the building. The building line does not extend the whole

of the red line under the outline application and therefore, an area of public realm is proposed. There are also some overlaps with the approved and implemented scheme for Battle Bridge Place where the proposed terrace to the south of the building at ground floor level extends into the existing public realm. The design of such public realm works well with the proposed building but also with the wider context of the area outside the station. It will offer additional seating at different heights as well as direct access into the large southern anchor retail unit.

- 6.11 The submission also includes revised details of the eastern footpath along King's Boulevard and the footpath adjacent to the north façade on Goods Way. These alterations will add a granite sett fringe around the edge of the building and changes to the location/number of cycle racks and levels along King's Boulevard.

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

- 6.12 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 inline 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 accord with the summary description for Zone A set out in the outline planning Development Specification.

Principal Access and Circulation Routes (condition 31d)

- 6.13 Condition 31 (d) states that development should accord with parameter plan KX007 Rev S, which shows the principal access and circulation routes. Details of all the surrounding routes have already been approved. However, KX007 does also indicate a pedestrian/cycle route through Zone A between plots A3 and A4 and a potential new footbridge leading from this across the railway lines into King's Cross Station connecting to York Way. The Kings Cross S106 Agreement included obligations to provide for the Zone A connection to this route provided all the necessary permissions, consents and funding for the footbridge were in place by 31 Dec 2012. A number of studies subsequently undertaken by Network Rail and LB's Camden and Islington have each concluded that the bridge would not be feasible. Consequently, the necessary consents and funding for the footbridge have not been put in place and it was confirmed in a letter to Argent Group from LB Camden in January 2013 that the S106 obligation relating to the provision of the pedestrian/cycle route is considered to have ceased.

Distribution of Upper and Ground Floor Land Uses (conditions 31e and f)

- 6.14 Condition 31(e) and (f) state that development proposals should comply with parameter plans KXC008 Rev R and KXC009 Rev P, which identify the distribution of permitted ground and upper floor uses. KXC008 permits the upper floors of Zone A to be brought forward for any of the uses referred to in Annex B of the Revised Development Specification, which for Zone A are business, hotel/serviced apartments or shopping/food and drink. KXC009 requires the ground floor frontage of Zone A to be used for predominantly shops, food and drink and community/leisure uses. The majority of the ground floor frontage is proposed to be in retail Class A1 use, with the remaining areas comprising of the office

entrances, the cycle store entrances and fire exits. The proposed uses for Zone A therefore comply with these provisions.

Development massing and building height (conditions 31g-i)

- 6.15 Condition 31 (g)-(i) state that development proposals should comply with parameter plans KXC012 Rev T, KXC013 Rev L and KXC014 Rev W which indicate finished site levels, development massing and maximum building heights respectively. Firstly, the submitted Site Levels plan confirms compliance with 31(g) read in conjunction with the limits of deviation.
- 6.16 The massing criterion identified in table 3 of the Revised Development Specification specifies that no more than 29% of the total floorspace for Development Zone A may be constructed 31m or more above finished ground levels as measured from the main entrance of the building(s). Since Zone A is constructed as one building it is appropriate to take the central entrance as the reference point (+17.700m AOD), from which the 31m level would fall between floor levels 6 and 7. An assessment of the floorspace totals for each level (which are set out in the submitted 'Compliance Report' in response to the condition 27 requirement to provide floorspace details) indicates that the amount of floorspace above the 31m level (i.e. levels 7-12) is 24,515m² GEA, which when compared with 98,570sqm permitted by the Outline Permission for Zone A as a whole amounts to 25% and, therefore, within the 29% maximum limit. The overall height of the building stepping up from +49.0m AOD at its southern end to +72.0m AOD next to Goods Way has been designed to correspond with the maximum permitted height limits set by KXC014.

Strategic View Corridors (condition 31j)

- 6.17 Condition 31 (j) states that development height should accord with the constraints of the Parliament Hill view towards St Paul's Cathedral, as illustrated on parameter plan KX015 Rev. S. The proposed building height ranges are consistent with the height requirements specified on that plan. The viewing corridor has changed slightly since this plan was approved in the context of the revised London View Management Framework 2010 document. However, as long as the maximum development heights set in KXC014 for Zone A are complied with the revised strategic viewing corridor constraint would still be met.

Basement zones and servicing arrangements (condition 31k and l)

- 6.18 Condition 31 (k) refers to parameter plan KX016 Rev O, which illustrates the areas within which new basements may be constructed. Condition 31 (l) cross refers to parameter plan KXC017 Rev R which relates to servicing arrangements. Zone A is an area where basement accommodation is permitted by KXC016. The proposed basement consists of two levels extending to a maximum of 13 metres below the adjacent street level. It will sit alongside and utilise the shared service yard and its access which is already constructed and in use for Kings Cross Station and is specified on the same parameter plan KXC017. The detailed servicing strategy for this development will be assessed under the 'Transport' section of this report below.

- 6.19 Due to the proposals coming forward for one continuous building, and the significant level changes (8m) which means that in order to maintain a continuous and more accessible ground floor plane a lower ground floor level is created, to the northern higher part of the site. This area is predominantly proposed to be occupied by the events centre which is ancillary to the B1 use on the upper levels. Although such uses are capable of being accommodated in the basement under condition 38, it is considered that it is more appropriate, in this instance, to include the events centre in the overall building floorspace.
- 6.20 As has previously been accepted in Zone B, the inclusion of a lower ground floor in zone A is considered acceptable in this instance. To resolve the level difference across the site and create a lower ground floor level, changes are proposed to the parameter plan KXC016. It is considered that the creation of the lower ground floor level does not give rise to any additional ground works over and above what was approved un 2013/1027/P and does not result in any exceedance of the maximum permitted floorspace in Zone A. It is therefore considered that the creation of a lower ground floor level within parameter plan KXC016 is acceptable.
- 6.21 Utilities Strategy (condition m)
The diversion of major utilities infrastructure along King's Boulevard and Goods Way has already been approved and implemented as part of the Enabling Works approvals relating to those routes (2008/3731/P and 2010/3152/P). Therefore, this condition has already been met.
- Floorspace permitted (conditions 33-37)
- 6.22 Condition 33 sets the maximum limit on development floorspace site-wide. Condition 34 then divides that floorspace setting maximum limits north and south of the canal. Condition 35 sets out the permitted range of uses and refers to Table 1 of the revised development specification document which sets floorspace limits for each use north and south of the canal. Condition 36 then distributes those use limits across the individual development zones by reference to the Table in Annex B of the revised development specification.
- 6.23 Table 1 below sets out the proposed floorspace amounts proposed for Zone A against the relevant amounts already approved for the various development zones and sub-zones to have come forward so far to the south of Regents Canal. The corresponding floorspace totals to the north of Regents Canal are also taken into account to show how the approved amounts compare with the site-wide permissible allowance. It can be seen from the table that the floorspace totals remain within the maximum thresholds set by Table 1 and Annex B of the outline permission and therefore compliant with conditions 33-36.

Table 1: Floorspace monitoring for conditions 33-36

Development Zone and sub-plots	Total GEA m ² *	Comparison of Use Class totals to date with the outline's maximum permitted allowances m ²							
		Resi C3	Class B1	Hotel C1	Class A1-A5	Shared A1/B1	Class D1	Class D2	Other
Zone A proposed	80,819	0	76,137	0	4,376	306	0	0	0
Zone A allowance	98,570	0	90,185	11,150	8,210	-	0	0	175
B1 approved	43,080	0	41,035	0	1,000	0	0	0	1,045
B2 approved	7,176	0	5,774	0	287	0	0	0	68
B4 approved	17,071	0	13,613	0	1,127	0	0	0	0
B5 approved	22,055	0	20,715	0	1,340	0	0	0	0
B6 approved	20,439	0	19,038	0	1,401	0	0	0	0
B3 approved	21,710	0	16,892	0	0	0	1,912	2,906	0
GN Hotel approved	4,548	0	0	4,515	33	0	0	0	0
E1 approved	4,015	0	3,798	0	217	0	0	0	0
German Gymnasium	1,225	0	0	0	1,225	0	0	0	0
<i>South of canal total to date</i>	<i>222,138</i>	<i>0</i>	<i>197,002</i>	<i>4,515</i>	<i>11,006</i>		<i>1,912</i>	<i>2,906</i>	<i>1,113</i>
South of canal allowance	244,250	2,200	221,510	32,625	15,060		3,950	4,455	1,375
<i>Site total to date</i>	<i>585,486</i>								
Site total allowance	713,090	173,475	455,510	47,225	45,925		71,830	28,730	21,500

- 6.24 The table demonstrates that the cumulative floorspace of the reserved matters applications approved to date, plus the current proposal for Zone A, are comfortably within the floorspace limits for the area south of the canal and the site wide total, and therefore compliant with conditions 33 and 34. With regard to condition 35 (Uses permitted) and 36 (floorspace in Development Zones), the total amount of floorspace permitted for each specific use class south of the canal, including that for Zone A, would not exceed the maximum limits.
- 6.25 Basements are considered separately from the above floorspace figures, the details of which are required by condition 37. Excluding the 2013 approval for Zone A, the cumulative basement floorspace already approved in the south comes to 24,765m², whilst a total of 25,452m² has now been approved in the north. This leaves a basement floorspace of 7,235m² in the south and 26,048m² in the north of the site.
- 6.26 All of the buildings in the south have been completed and mostly occupied, with the exception of Zone A. To the north of the site, there are six buildings which still need to be submitted for Reserved Matters approval. Due to site constraints and occupants it is anticipated that the remaining allowance of approximately 19,500m² (allocating floorspace to P2, S3, S4 and S5, details of which are yet to be submitted) in the northern part of the site will not be used and that approximately 6,500m² of basement floorspace will be surplus in the north once Kings Cross Central is built out.
- 6.27 Due to the design of the proposed building of Zone A, the roof has limited area for plant, as 81% of the total roof area is an accessible roof garden. The building

requires a large basement to accommodate all its servicing and mechanical plant requirements. At 11,054m² the proposed basement would exceed the remaining floorspace figure of 7,235m² left within the area to the south of the canal and the maximum permitted basement floorspace of 32,000m² currently set out in Condition 37.

- 6.28 An application for a non-material amendment to the Outline Planning permission has been made in association to this submission under planning reference 2017/3442/P. This application seeks to revise the permitted floorspace allowance between the north to the south. A shift of up to 4,000m² of basement floorspace allowance from the north to the south thereby, increasing the floorspace allowance in the south to 36,000m² and reducing that in the north to 47,500m². The maximum permitted floorspace under Condition 37 would remain at 83,500m². Due to the many factors, including the fact there is no increase to the overall basement floorspace to be provided across the development it is considered that officers are minded to approve the non-material amendment under delegated powers. A decision will be determined following consideration of this application.
- 6.29 Officers consider the application to be non-material as the condition was previously added to the permission to limit the impact on the whole site in terms of lorry movements and other environmental impacts. Under the previous permission to construct the shared service yard, much of the spoil has been removed from zone A and therefore there are considered to be limited additional lorry movements in relation to spoil removal. The lorry movements are also well below the restrictions across the site. It is also considered that there is no change to the overall permitted gross external area of basements across the site, it is a redistributed figure.
- 6.30 As such, the proposed basement would be in line with reworded condition 37 and is acceptable.

Conclusion on compliance issues

- 6.31 The reserved matters application is therefore considered to have demonstrated that the proposal for Zone A is fully compliant with the agreed parameters set by the outline planning permission.

Urban Design

- 6.32 Good design is essential to creating places, building or spaces that work well for everyone, looks good, lasts well and will adapt to the needs of future generations. Policy D1 Design of the recently adopted Camden's Local Plan 2017 seeks to secure high quality design in development. In line with Policy D1, the Council will resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 6.33 The general building lines, height and layout of the Zone A development was agreed under the outline permission parameters, with matters of appearance and detailed design reserved for full consideration. In accordance with outline condition 16, this reserved matters application is accompanied by an urban design report which explains the approach to design and how it meets with the urban design

guidelines. The guidelines do not form part of the outline's approved documents, but the Council must have regard to these since they were used to inform the evolution of the original masterplan and provide a context within which the detailed designs can evolve. The current proposal is the result of a progressive process of pre-submission consultations between the applicant/architect, Camden planning officers and other stakeholders over several months and included a presentation to the King's Cross Design and Access Forum and the Kings Cross Development Forum.

- 6.34 Included within the guidelines are three design goals which have underpinned the design approach for Zone A:
- Buildings should make a positive contribution to the public realm, its character, hierarchy and scale
 - Buildings should relate positively to neighbouring structures –new or old –to create a harmonious whole
 - Developments should not limit the future flexibility of neighbouring plots beyond the constraints already imposed
- 6.35 Whilst the Revised Development Specification allows for the zone to be developed as several buildings the Design Guidelines do not expressly seek such an approach –indeed they envisage a contrast between the east and west sides of the Boulevard such that the east side will take the form of a continuous frontage or terrace. In terms of scale and grain a stepping up in height is envisaged from north to south that will both acknowledge the slope and mediate between the scale of the listed buildings fronting Battle Bridge Place and the new buildings of Zone A and B. To the north, the building(s) should terminate in a splay forming an eastern enclosure of Canal Square with the end grain forming a 'prow' to address Goods Way and Granary Square –being viewed more as an object than the other buildings aligned along Goods Way.
- 6.36 It is considered that in its general form, massing and grain, the proposed Zone A building has responded to the Guidelines. In terms of its detailed design and the wider design goals referred to above, a more thorough assessment of the various facets of the proposed building at Zone A follows on below:

General description

- 6.37 The proposed building is aligned along the entire length of the Kings Boulevard, at the southern end of the Kings Cross site. It tapers from a width of 65m at the north (where it is comparable in width to the other three canal facing B Zone buildings including the Council's 5 Pancras Square) to 20m wide in the south (comparable to the neighbouring Gridiron Building). The height also drops from north to south, again responding to the B zone plots on the opposite side of King's Boulevard. The height is 45m in the north and 32m in the south. The pavement level also drops by 8m from north to south (equivalent to two modern office storeys in height), exaggerating the drop in height.
- 6.38 The proposed building has been designed as an innovative headquarters for a single occupier in a single building. A key aspect of Google's brief for the architects was to create a building which offers all employees the same standard of accommodation and offers large continuous floor plates in order to facilitate the

varied requirements of its unique business operations. The building seeks to complete King's Boulevard as it proposes 17 retail units in groups of varying sizes to allow a diverse and varied mix of occupiers.

- 6.39 The building is punctuated along the ground floor by three main entrances which are where the expression of the office accommodation is grounded. The upper levels are lifted to create a column – free large and expansive floorplates which allows a strong sense of accessibility and movement within the building itself. The floorplates within the building are expressed through to the exterior of the building by large expansively glazed spaces along the elevation. The structural solution comprises concrete slab floors which create double and triple height spaces, freeing the façade to allow daylight deep into the building. The atria which is usually positioned in the middle of the building, is pushed to the perimeter of the building in this design and the meeting rooms are moved into the middle. The internal floorplates are between 2 and 3 storeys with each floorplate stepping in at each level. The result is large expansive levels of height every third floor, which is all generated through the building being supported through the central columns.
- 6.40 All the floors of the office accommodation are proposed to be linked by a large Diagonal Staircase which runs diagonally through the whole building from the first floor to the roof. This provides continuity and a visual connection through the building, as well as providing visual interest externally along the eastern elevation.
- 6.41 Two out of the three entrances provide access to the office accommodation on the upper floors and one provides direct access to an ancillary events centre and staff training facilities in the form of 'Town Hall' spaces. Intended for use by Google and third parties for product launches, talks, presentations and industry events for example; it can hold up to 450 people. This entrance also provides access to four 'Town Hall' spaces at lower ground floor level. These will be ancillary to the Office use and can be subdivided by movable partitions to provide privacy or left open to create larger events spaces and would be able to accommodate larger groups of 78 – 210 seats. The Events centre has been designed to be 'self contained' to facilitate the management of the space allowing it to be used by third parties and/or the local community.
- 6.42 The building offers a diverse and sensitive palette of materials which include timber, glass and concrete. The main elevation of the building manages to sensitively express all three materials through large pre cast concrete horizontal panels, large timber fins and sawtooth glazing.
- 6.43 On the roof of the building, a large expansive accessible roof terrace is proposed. Due to the vast majority of the mechanical plant being located in the basement of the proposed building, this has allowed the roof to be used in an innovative and imaginative way. The roof plane extends from levels 7 to 11 and the proposal includes offering amenity space for employees which is well integrated with the wider building. The roof plane is proposed to be split into four distinct areas, which are characterised by the planting and offerings depending on their position and environment, which in turn take advantage of how the building steps up the King's Boulevard.

Context

- 6.44 The proposal is located across the Kings Boulevard from B2 (Gridiron), B4 and B6. B4 and B6 are formed of limestone colour recon stone. B2 has a strong vertical rhythm provided by the closely spaced iron columns sitting upon fine concrete horizontal floor plates. The north and south end of the proposal sit in heritage contexts. To the north are the Canal, Granary Sq. and the Granary complex. To the south are the Stanley Buildings, German Gym and St Pancras and Kings Cross stations. There is a high prevalence of brick and earthy colours in these areas. The east side of the proposal sits alongside the twin barrel vaulted trains sheds of Kings Cross Station. This is the fullest expanse of the building, with the openness of the track area providing a broad view from York Way.
- 6.45 Zone A is located within the King's Cross St Pancras Conservation Area, and its north frontage stands on the boundary of the Regent's Canal Conservation Area, so it is accepted that it will have a major effect on the character and appearance of these conservation areas. Because of the size of the Outline Planning Permission's approved envelope, it might be possible for development on Zone A to be glimpsed from the very northernmost parts of Bloomsbury Conservation Area, generally seen behind King's Cross Station itself; however, its visual impact in these views will be very limited and its effect will be consistent with that it has on appreciation of the Station itself, which is the dominant building in these views.

Design

- 6.46 The proposal takes a consistent approach to the architectural language along the length of the building, with subtle variations in façade detailing responding to specific contexts. In elevation, the building is divided top-to-bottom into three distinct parts. The building has a strong ground plane with a clear independent retail character along the length of King's Boulevard. Above this is the main body of the building, which rises from six storeys in the south to nine in the north. Completing the building is the roof plane taking the form of a set back and more deeply articulated element, which contains an additional one or two storeys of accommodation, plant and an extensive roof garden.
- 6.47 The building has an interesting structural approach. Five central cores support deep beams that span across the top storey of the building's main body. All the floors below are hung from this beam, rather than the more conventional approach of being supported on columns from the ground. Structure in tension can cope with being significantly thinner than structure in compression, and therefore results in the opportunity for a less constrained façade. In addition, along the ground plane, the building does not require structural columns within 10m of the building edge. Therefore, the retail element is entirely unfettered by structural elements, can entirely have its own character and is highly flexible in the long term.

Facade

- 6.48 Atriums serving the office floors are located next to the façade rather than centrally in the plan and is achieved through the well-considered design of the internal floorplates. This provides good light to all parts of the office floors. It approach influences the design of the building's distinctive façade. The façade is composed of concrete bands that flow down the building, responding to the 8m drop in external ground level. The individual concrete bands drop from one level to

another at varied locations along the length of the façade creating a composition that contracts and expands from two to three storey elements, creating wave like patterns. The storey heights even out towards the north and south, resting at two storeys in the south, where the context is more intimate and low scale and to the north, where the context is grander, the facades settle at three storey bands.

- 6.49 Between the concrete bands, vertical timber pilasters create a second rhythm to the façade. They are separated by frameless glass panels. The pilasters are placed at different angles, which address solar gain, but also helps create a further wave rhythm along the building's length. The pilasters provide a good depth to the façade.
- 6.50 Further depth and relief is given to the façade in the form of pocket gardens that enliven the façade at the points where the concrete bands drop in level. At each change in level as the building steps, the internal volumes shift from two to three storeys. Within both the east and west facades, these points are further enhanced through the creation of recessed planted balconies of varying sizes. The balconies are stepped along the façade but help provide a visual break up the buildings massing. On the east side, three of the balconies coincide with internal social spaces located along the diagonal staircase. Due to the proximity of the railway to the east elevation, the balconies to this elevation will be accessible, but will have a full height steel mesh to ensure that the planting does not fall onto the track. Therefore, from the Kings Cross station platform, the mesh will appear as a transparent barrier that will create further interest when the elevation is read as a whole. On the west side, the balconies will be accessible for office workers and will be used as further meeting spaces. The introduction of the recessed balconies along the east and west elevations allow the expression of the direction of the timber mullions as well as the expanse of glass to be fully appreciated and creates subtle breaks in the massing of the façade when following the building along King's Boulevard.
- 6.51 The concrete bands are comparable in colour to the concrete bands on the neighbouring Gridiron Building. This concrete will be given a textured finish to provide a softness and slight variation that one finds in masonry buildings.
- 6.52 Substantial Timber elements are unusual on contemporary urban buildings. However, it is a familiar natural building material with excellent environmental credentials. Tonally and texturally it will sit well its neighbouring materials of stone and brick, being in a similar range of colour, with natural variation and the ability to patinate with age.
- 6.53 As an additional compositional device, above each concrete band the façade steps back, either away from the street or towards it forward. The stepping is considered to be quite subtle, but it helps to soften the mass of the building. Along the Boulevard the floors step back as they rise up. This also occurs on the southern end and northeast side. The remaining facades step forward as the rise. Although, in terms of the outline permission volume, the lower floors area actually step in, providing more public realm at the ground level. This pushing back of the lower storeys has been particularly positive towards the southern end of the building, where, compared to the previous consent (2013/4001/P), the view of St Pancras

clock tower has been opened up and can be enjoyed from at the lower end of King's Boulevard.

- 6.54 The railway side (east elevation) of the building employs the same high quality approach as the west elevation fronting King's Boulevard. However, of additional visual interest, a single stair rising the full height of the building in a single direction will be visible in the atrium and through the elevation. This is a particularly prominent view from the platforms of King's Cross Station.
- 6.55 While the west elevation along King's Boulevard is viewed from up or down the street from acute angles, the north and south elevations will be seen in true elevation. The south elevation of the proposal has a similar proportion to the south elevation of the Gridiron building across the Boulevard. Rather than timber pilasters, this elevation has freestanding timber columns, with the glazing line set at greater depth behind. This provides a pairing of approach with the Gridiron building, which also changes from pilasters to columns on its south elevation. The timber columns pivot on their vertical axis throughout the day, addressing solar gain, but also providing interest in the façade, which will at times read as more open or more closed.
- 6.56 The north façade, facing on to the Regents Canal and Granary Square also has additional interest, depth and a reduction in its scale in direct response to the context and the perpendicular views towards in. While the concrete bands are set every three storeys, the north elevation breaks further down to express every floor. The design achieves this through stepping the façade at each level and breaking the timber pilasters in single storey elements only. This additional stepping provides further depth and shadows to the façade and a more intricate scale. Additional depth and interest is provided at the top of the building through a deep recessed balcony which overlooks Granary Square.
- 6.57 The generously scaled ground floor has its own distinct character focused on its primary use as a retail street. The building has two office entrances. The main one is placed close to King's Boulevard tube entrance and the second is on Goods Way, next to the cycle entrance. These entrances capture people travelling from both north and south of the King Cross Central site and the wider area. The entrances are defined by dramatic angled concrete walls which 'ground' the upper levels of the building and create a visual relationship between the office use and the street level. A further entrance, to the Events Centre, is placed towards the north of the boulevard, visible from Goods Way. The remaining frontage is given over to retail, which has been broken down into separate shopfronts, each with their own bronze framed surround. On plan, each shop front has a curved and stepped bay façade leading to a door and providing distinctive display windows. The characterful shop units take reference from much loved Edwardian shopfronts, but also feel comfortable with the wave like rhythms of the building above. The shop fronts vary in height and width to provide additional distinctiveness. The southern anchor is treated differently, opening up onto Battle Bridge Place it has a glazed frontage that can be entirely folded back in summer months or when events are held in the large retail space. It is considered that the shopfronts provide a human scale and rhythm to a long street. The material choice is high quality and in character with similar materials in the area and appropriate for this location.

Roof

- 6.58 The roof plane takes a similar flowing stepped approach to the main body of the building. It is set back from the façade line, allowing the parapet to float like a cornice, providing a strong termination to the building as a whole. This parapet is curved in section and is finished in a smaller version of the timber pilasters found below. Above the parapet line, the roof is given over to a generous and verdant roof garden.
- 6.59 The roof garden commences at the seventh floor at the southern end and steps up to the eleventh floor at the northern end. In response to the parameter plans and the light cone considerations, the roof plane is set back on both the east and west side in a different design language to that of the lower levels of the proposed building. At the upper levels, 7 to 11, the external treatment is expressed as a glazed façade with timber wall cladding. The timber slats form a soffit and wrap upwards to form a parapet with a walkway surrounding the accessible roof area. 1.5m metal balustrade will be formed of steel with webnet wire mesh panels which will allow transparency when viewed externally but also allow the landscaping a frame to climb up.
- 6.60 The proposed terraces will comprise a mix of hard and soft landscaping, incorporating dining areas, garden sports, sports facilities and food growing opportunities. To the north of the roof there is an element of mechanical plant and the photovoltaic panels which would be set back from the northern elevation and would be screened and separated from the accessible roof elements.
- 6.61 Through using a different design language on the upper levels allows the building to flow and react to the different land levels at ground floor. Through setting the floors in and away from the main building line reduces the perceived bulk and mass of the building and softens the architectural language of the main body of the building. The four different distinct sections of the proposed roof garden, offers the users different characteristics and external environments which add to the character and enjoyment which it is considered this proposed area would offer. The extensive roof garden also will be allowed to 'cascade' over these sides softening the upper levels of the building whilst providing glimpses of the extensive roof garden which is being proposed, from the street.

Detail

- 6.62 The success of this building, as with any large scale development is in the detail, and an important aspect of that detail is the external lighting strategy for the development. A lighting strategy has been developed which uses a mix of background lighting and indirect uplighting. This is of particular importance in relation to the roofscape of the proposed building. Whilst it is noted within the supporting documents that low level LED uplights and downlights will be used, a condition is recommended to request the details of the lighting strategy to ensure that the proposed lighting levels do not harm the wider streetscape, the local ecology nor the wider conservation area.

6.63 Conditions are also recommended in respect to all the façade materials and details of the shop surround to ensure that the samples are well considered and acceptable for the building itself as well as the wider area.

6.64 In respect of the detailed design and external appearance of the building, it is a well-considered design which responds to the plots context through addressing all four elevations successfully as well as that of the wider Kings Cross Central site.

Listed buildings and groups

6.65 The whole of the historic complex of buildings and structures around the two stations, their surroundings which have been regenerated as part of the recent redevelopment of Kings Cross Central, have group heritage value of international importance. The setting of the two stations (St Pancras and Kings Cross) is similar: their frontages and forecourts present to Euston Road, their former goods or ancillary industrial yards now filled with modern office or civic development beside and behind them, with new public realm adding to the historic street pattern laid out by the stations' access roads, cuttings, viaducts and bridges. With regeneration so advanced across the Kings Cross Central site, new development of a scale comparable to that which has already been built in the former goods yard areas and behind the frontages of the two stations can no longer be said to constitute a change to their setting; however, the size, form and style of such development can affect appreciation of the historic buildings.

6.66 The statutory provisions principally relevant to the determination of this application are:

- Section 38(6) of the Planning and Compulsory Purchase Act 2004
- Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Listed Buildings Act").

6.67 Section 66(1) provides that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

6.68 Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.

6.69 Considerable importance and weight should be attached to the character and appearance of Conservation Areas and the preservation of Listed Buildings and their settings.

King's Cross Station & the Great Northern Hotel

6.70 The Zone A site lies immediately west of the trainshed and tracks of King's Cross Station, a Grade-I listed building, protected for the architectural interest of its double barrel-vaulted trainshed and arched façade by Lewis Cubitt, and the historic interest of its role in British transport and industry. Beside it on Pancras Road, south of Zone A, stands the Great Northern Hotel, Grade-II listed for its architecture and its group-value with the station. The effect of development of the scale

proposed in Zone A on the settings of King's Cross Station and the Great Northern Hotel is essentially identical, so the effect of the development on the settings of these two buildings is treated together in this report.

- 6.71 The Station's principal frontage is that facing Euston Road. The mass of the station itself means that from the forecourt and along Euston Road the proposed development will only be glimpsed over the John McAslan-designed western canopy. In these views, the upper levels of the narrow southern frontage of the proposed building and, from some angles the stepping roofline of its eastern frontage, will appear set well behind the station complex, sitting submissively beneath the station's heavy cornice and the eaves of the hotel. Displaying greenery and animation, the proposed building will be easily read from the south as a richly modelled and clearly modern built form, a companion to the modern forms added to the historic station, and one which promises both in its articulation to contrast interestingly with the simple sweeping curve of the McAslan canopy, and in the pale wood and concrete tones of its solid elements to complement the stock brick, stone and stucco of the station and hotel.
- 6.72 Less significant are views of Kings Cross Station station from the east, west and north. Views of the station currently available from King's Boulevard will be blocked; however, these attractive but incidental and uncomposed views over the station office roofs and chimneys and over the twin barrel-vaults of the trainshed were only created along with the boulevard itself, and will still be available from within and on the roof of the proposed building. Views down King's Boulevard currently present the rear of the hotel alongside the roofscape of the station; in the kinetic experience of travelling south down King's Boulevard, fewer of these views will be available. These rear elements of the station complex will still be appreciable in views from the north and east.
- 6.73 In the views from York Way to the east and from the station platforms and tracks themselves, the proposed building will form a substantial new and enclosing backdrop. It is with this in mind that the east and west façades of the proposed building display an expanding and retracting rhythm of glazing and timber mullions which creates a rich and deep but ordered face for the building, and a very dynamic visual experience in kinetic views around York Way and the tracks. The proposed building will add an exciting new architectural experience to movement around the station, without removing any significant quality of the existing experience. Where the building's western flank will block views of the back of the station, the gentle varieties and rigorous repetitions of the flank facade mitigates the intervention of this large new form into the townscape between the two historic stations by echoing these qualities in the stations' own flank elevations on York Way, Pancras Road and Midland Roads in particular, as have the flanks of the British Library before it. It is considered that the proposed building threatens no harm to the settings of King's Cross Station or the Great Northern Hotel.

St Pancras Station, the Midland Grand Hotel & Pancras Road Arches

- 6.74 To the west of Pancras Road stands St Pancras Station and the Midland Grand Hotel by George Gilbert Scott, with elaborate and monumental Gothic-Revival frontages and the trainshed by William Henry Barlow, which was the largest single-span structure in the world at its completion, and which for architectural and historic

interest are listed Grade I. On the west side of Pancras Road stand Pancras Road arches, a Gothic-Revival red-brick parade of commercial units which formed part of the perimeter boundary of St Pancras Goods Yard and are listed at Grade-II for this historic mix of functions and the interest of their architectural expression. While the St Pancras Station's east flank is fully exposed to Battle Bridge Place and the proposed building in Zone A, the hotel and the arches are separated from it by the same station building and its high-level modern extension. Nonetheless glimpses of the proposed building may be available from many places in the St Pancras complex. The proposed building will not appear in important views of St Pancras Station, so it is in views towards the new neighbour from and around the station concourses that it will influence the station's setting: the flank of the building and its slim southern end would be seen, and this unified composition would display the horizontal emphasis designed to tie-in with the scale and direction of the two historic trainsheds. Where it is the northern elevation which is glimpsed, it will be experienced as a continuation consistent with the new Goods Way frontage, involving no significant change.

- 6.75 One other aspect of the setting of St Pancras Station that the proposed development will change is the availability of views towards its clock tower, seen sat alongside that of King's Cross Station and the Great Northern Hotel. Views from the Goods Way Bridge across the tracks, from York Way, and from Battle Bridge Place will be unaffected, however the proposed building will replace views from the upper portion of King's Boulevard and from around the eastern part of Granary Square and the Handyside Canopy. The building itself will provide great architectural interest and animation to these areas, and could not substantially mitigate the loss of views within the approved envelope of the outline permission. The view towards the clock tower does become available again, from approximately the point of King's Boulevard exit of the Underground moving southwards. In these views, the splayed overhang of the southern end of the building has been calibrated to soften and shape the silhouette of the proposed building as a foreground element in these views towards the sculpted and decorative historic station buildings, and to attractively frame and increase the range of this view to those moving up and down the boulevard. No harm to the complex of St Pancras Station buildings, further to the restriction of views set out by the outline planning permission, is threatened by the proposed development; on the contrary, the proposals positively responds to the special qualities of its historic neighbour to the west.

German Gymnasium, Stanley Buildings & the bollards

- 6.76 West of the southern end of Zone A in Battle Bridge Place, and sharing group-value with the station buildings as part of the nineteenth-century development of the area for the population connected with the railways, stands the German Gymnasium (26 Pancras Road), Grade-II listed as an attractive historic building of unusual and functional design. To its north, 21-30 Stanley Buildings is listed at Grade II as a fine surviving example of a railway workers' tenement block. Nearby, between the German Gymnasium and Zone A, stand six octagonal St Pancras Parish bollards of 1854, listed at Grade II.
- 6.77 While by merit of its size, shape and situation the German Gym is more architecturally sensitive to a large new building in its vicinity than the Stanley

Buildings and the listed bollards are, the three are treated together in this report because they are essential to each other's settings. The unusual form and silhouette of the German Gymnasium is key to the public expression of its special interest; although this pertains both inside and out. The southern elevation of Stanley Buildings contains the architecture and distinctive iron deck-access balconies which best reveal its special interest. The bollards are associated with historic St Pancras Parish, and mainly have a group value with neighbouring nineteenth-century buildings. The most enlightening views of the buildings are from the east, in which the proposed building would be behind the viewer and so not part of the experience. As brick buildings, they find complementary context in the other styles of Victorian brick architecture in their setting.

- 6.78 Though some views to the brick flanks of Kings Cross station will be reduced by the proposed development, this context will remain intact with the proposed development extending the already-established new backdrop of large-scale structural-frame buildings. The proposed building narrows to place an elegant southern end into Battle Bridge Place, with pivoting timber screens, expressed CLT floorplates and views into the recessed bays of its flank creating a regularity, depth and richness of materiality which is characteristic of both the modern and the historic buildings in Battle Bridge Place. The stepped landscaping around this frontage would be planted, arranged and shaped to step out of views from the new King's Cross concourse towards the German Gymnasium, and to extend the public space of Battle Bridge Place as the successful new open setting which incorporates these historic buildings. The settings of the German Gymnasium, Stanley Buildings and bollards would be changed by the proposed development, but it would be a change consistent with other recent moves towards creating a positive new context, and the listed buildings' settings would not be harmed.

The Granary & the Eastern Coal Drops

- 6.79 The regeneration of Kings Cross Central has created a public square in place of the open basin that formerly stood before the Granary building. The Granary building of 1851-2 by Lewis Cubitt is listed at Grade II and has group value with the railway, canal and industrial buildings nearby and its monumental architectural and functional historic interest. West of the Granary, two railway viaducts and adjacent linear warehouse buildings were the former unloading points for coal and other goods brought into London via the East Coast Mainline, and the Eastern Coal Drop is listed at Grade-II for architectural and historic interest echoing that of the Granary. These two historic buildings edge a public space which interacts with and contains the Regent's Canal and which is fronted on its southern edge by the north elevations of the buildings of Pancras Square. The proposed building's north elevation will extend this frontage to the east.
- 6.80 The proposed building will be the largest elevation in the row fronting Goods Way, but as elevation drawings show, it would be in scale with its neighbours. Like its neighbours, the proposed building uses the organising logic of the structure manifested by its concrete and CLT floorplates to create depth on its facade, and the transparency on this frontage (in contrast with the dark, glassy King's Place building) guaranteed by shaded spans of faceted glazing allows the building's efficient section to express in the architecture, right up to the cornice-like trusses exposed on the upper terrace. Like the Granary building, the proposed north

elevation also nods to Classical arrangements and devices. This ordered expression of structure and functionality would give the proposed building robustness and rigour as well as a degree of solidity, which represents a coherent modern response to the monumental elevation of the structural masonry of the Granary facade, with its pragmatic grid of warehouse doors, hoist bays and windows. Proposed timber and concrete recalls the timber and stock-brick of the Granary. Experienced from the street and the canal around this frontage, the massive edges of the slipped concrete floor plates and the sense of connection between its terraces and the layered landscape around the canal will generate an engaging and impressive architectural experience, apt to that created for the regenerated Granary and Coal Drops. The proposed architectural strategy is one of compliment in manner and contrast in style and materials, and this promises a high-quality last frontage to Granary Square.

- 6.81 Granary Square is not a square and the Goods Way frontage has a convex camber such that the proposed building, its footprint set by the outline permission, is angled away from the main open space. A chamfer to the corner of its north elevation helps to soften the experience of moving past the building, and to make of the north and Boulevard elevations a coherent and dynamic piece of architecture expressing the stepping linearity of the building as it proceeds from the embankment level down to the railway. As the building angles to frame Canal Square, its scale is broken-down where its two lower concrete layers pull into the space to form a bay. The sense of topography and north-south alignment the Goods Way buildings give in views from around the Granary and Coal Drops help to express the organising force of the railways in the historic landscape, and the deep and rich oblique view created by the proposed building adds to this reinvented urban experience. The proposed development would do no harm to the settings of the Granary or the Eastern Coal Drops, nor their unlisted sibling buildings.

Canalside infrastructure

- 6.82 Away from the immediate vicinity of the stations, the Lock Keeper's Cottage on the Grand Union Canal, the Steam Locomotive Water Tower, the Gasholder, the Eastern Coal Drops and the Granary Building (all listed Grade II) are more elements of the historic railway and canal infrastructure that makes King's Cross a place of such heritage significance. All stand to the north-west of Goods Way such that the proposed development on Zone A will be visible alongside 3-6 Pancras Square and from these buildings in certain views. The significance of these structures is underpinned and reinforced by the part they played in the historic railway, canal and industrial infrastructure of King's Cross. As such, where the proposed building is visible within these buildings' settings, the ways in which its architecture responds to the established scale, materiality and styles of the historic and modern buildings of the area equally makes it an appropriate element in their farther-off settings. Its rich and shaped layers articulated in concrete and timber and its rooftop planting would be of subtle interest in distant views, and cause no harm to these settings.

St Pancras Old Churchyard

- 6.83 One more significant group of listed buildings will have co-visibility with the development on Zone A: St Pancras Old Church and the monuments and structures in its churchyard. These include Grade-I, -II* and –II listed structures,

and the churchyard itself is a Grade-II registered garden. The north frontage of Zone A will appear alongside 3, 4 & 5 Pancras Square in the view from the churchyard, in which the church itself – small, solid and robust in its detailing – is the backdrop. Large-scale, even industrial development, ranging from the mid nineteenth-century St Pancras Station to the Pancras Square neighbours to Zone A, is already visible from the churchyard to the south, and is partially screened by trees and the separation provided by the mainline into St Pancras. The additional visibility of the proposed development, comfortably in-scale on its north elevation with its neighbours to the west, and a paler form compared to these, will not alter the setting of the group of listed buildings in St Pancras Old Churchyard, which will remain unharmed.

Other listed buildings

- 6.84 To the south and east of Zone A, it may be possible to see glimpses of the upper storeys of the proposed development from within the settings of the Lighthouse, 294-295 Gray's Inn Road (Grade II) and 34B York Way (Grade II), and perhaps even from farther down Gray's Inn Road. The monumental architecture of King's Cross Station, and in its backdrop St Pancras Station, is sufficiently large and robust to dominate the proposed building in any of these views, and what might be seen would be carefully presented – the soffits of the concrete floorplates and roof storeys being shaped and faced with high-quality finishes – and topped with a planted roofscape of great interest. The proposed building will be a harmless backdrop, roofscape feature in any of these setting views, and is likely to become a modest and attractive green landmark.
- 6.85 This assessment applies equally to any glimpses of the building available from the very northernmost edge of the Bloomsbury Conservation Area, the character and appearance of which, at this edge, is already set by the terminating forms of the large-scale transport and industrial urban grain and buildings of King's Cross.
- 6.86 Other listed buildings in the near vicinity which have little or no co-visibility with the proposed development on Zone A, and so the special interest of which will not be at all affected, include: the British Library (Grade I), the K6 Telephone Kiosk outside St Pancras Station on Euston Road (Grade II), the old Town Hall (Grade II), and others which stand east of York Way.

Impact on the Conservation Areas

- 6.87 Kings Cross St Pancras Conservation Area is essentially composed of the two great station complexes and their ancillary and incidental buildings, and by their reimagined public setting and the new layer of the King's Cross Central's civic, office and commercial development woven between them. Farther off, St Pancras Old Churchyard, parts of Somers Town and the Hospital are all part of the Conservation Area, but are somewhat discrete, and are dealt with where this report addresses their listed buildings. The proposed development is the last and in some senses the ultimate iteration of the King's Cross Central layer of the Conservation Area's character and appearance – at least south of the canal (excluding Plot F).
- 6.88 The scale of the proposed building is in keeping with that established by Pancras Square whose buildings will appear as its siblings. It would contribute an entire gently curving commercial frontage to the Boulevard, hinting at a Classical

language of plinths and cornices which aspires to the grandeur of Regent Street, and will really create that thoroughfare with an engaging frontage somewhat omitted by the 1-3 Pancras Square opposite. Views onto this flank elevation though, and oblique views along it, will benefit from its broken-down massing, the verticality created by its angled timber and glass bays and garden terraces, and the varied articulation of its bronze and glazed shopfronts, which create depth, scale and rhythm which relate it to the immediate surrounding spaces. In its scale, and in the regularity and order its united, long elevations would achieve, proposed building would relate well to its still more monumental station neighbours, while in its detailed design and articulation, it would contribute a very effective and engaging final piece in the King's Cross Central masterplan. The proposed building would thus conserve the essential character of the CA, and enhance its appearance and the new layer of its character.

Regent's Canal Conservation Area

- 6.89 Zone A's place in the Regent's Canal Conservation Area is slightly different, providing one – but one of the largest – built frontages to the canal itself, as part of a sequence which changes significantly along the length of the canal. The proposed north elevation will sit in-scale with a cluster of large facades creating a sense of enclosure on this part of the canal, including King's Place and warehouses to its east, and the Granary, Fish & Coal Offices and Tapestry building towards the west. Other buildings of comparable scale along its length – 'Ugly Brown Building' nearby, Pickfords Warehouse and the Interchange building in Camden Town – are markers of past or present major commercial and industrial activities which are characteristic of the canal, and manifest changing architectural styles and methods of construction through the past. The proposed development is another such building, which thanks to the promised contributions of architectural interest and quality described above, would at least conserve this aspect of the canal's character and appearance.
- 6.90 The area of the Conservation Area around Granary Square has a new character and appearance too, though as an exceptionally successful amenity area and piece of rich regenerated public realm. The proposed building would dominate views from around the Lighterman pub in Granary Square and the canalside steps, and would be a major new presence within the Square. For reasons already described, its scale, materiality and architectural expression are consistent with the frontage established by 3-5 Pancras Square, but moreover respond interesting and complementarily to the historic frontages of the space. In this way the proposed building would reinforce and conserve the character and appearance of the conservation area. The experience of using the towpath and canalside spaces in its immediate vicinity would be substantially changed, albeit along lines already established; but the increased enclosure and reduced visibility would be mitigated not only by architectural quality, but by the depth, solidity and order designed into the proposed north elevation. Deep views into the building's exposed section would reveal busy commercial activity set against warm concrete and timber surfaces, and terraces and a café at the building's lower levels would carry up onto the building itself an extension of the same terraced, layered new public realm landscape which characterises this area.

- 6.91 The established historic, urban, industrial character of the Conservation Area would be conserved, and an addition attuned to the best new qualities of the area would mitigate change to the existing character and appearance arising from addition of a new building of this scale.

Conclusion

- 6.92 It is considered that the proposed design would cause no harm to designated heritage assets nor to their settings, including listed buildings and conservation areas. In some instances, views towards listed buildings will be obscured by the proposed building, but any building seeking to fill the envelope of the extant outline permission would do so, and in its depth, detailed design and shape the proposed building mitigates these impacts. Similarly, with changes to the newly-realised public spaces around the stations and the canal which will arise from the addition of a new building of this size; the proposed design responds robustly and thoughtfully to the historic forms and functions in which it would intervene and which give shape and character to the public realm, and would do so consistent with the spirit set by the foregoing the King's Cross Station masterplan.

Landscape and public realm

- 6.93 Submitted in conjunction with the building proposals are the proposed landscape details for spaces to the north, west and south areas created by the proposed Zone A building line. The proposals bring forward new details for a granite edging around the building on King's Boulevard and Goods Way, as well as revised details of cycle parking along the eastern footpath of King's Boulevard. The application also includes the creation of an area of public realm adjacent to the South Anchor unit and Battle Bridge Place.
- 6.94 The area to the south of the building in between the proposed building and the Kings Cross Station entrance was originally identified under the Outline Planning Permission and associated parameter plans at the southern end of the proposed building. The current proposals do not fill the footprint of Zone A and therefore there is scope to create additional public realm in this area. Due to the shared service yard sitting underneath this area, there is a need to address the level different between Battle Bridge Place and the new South Anchor Unit which sits at a higher level. The proposal seeks to continue the detail of the wider Kings Cross Central site strategy through adopting a similar material palette for this area. A seating wall with a large seating steps are proposed, following on from the detail of public realm which is well used outside of the German Gym. Tall shrub planting with seating is also proposed which would soften and not dominate the design of the area. The details of the materials proposed as well as the sloping nature of the design is considered to continue a consistent approach to the public realm which will integrate successfully with the proposed building as well as the wider context of the existing public realm. The landscaping of these spaces is designed to integrate with the approved details for the adjacent public realm which is already completed. The proposed ground floor landscaping is considered to be of high quality design and suitable for the site. The 2no. Quercus rubra (red oak) trees proposed within the public realm at the southern end of the site are considered add to the existing tree planting throughout the Kings Cross Central site. The species is of a medium ultimate size and will offer good autumn colour.

- 6.95 The submission area includes a line of 20 trees on the eastern footpath of King's Boulevard interspersed with temporary cycle stands, refuse bins and street lighting stands. The trees were planted in 2011 as part of the wider construction of the King's Boulevard and mirror the line of trees on the western side of the street.
- 6.96 Due to the logistics of managing the construction of this site, the 20 existing trees along King's Boulevard are proposed to be removed. Replacement trees, of a similar species, height and crown width are proposed to be replanted. Due to the known complexities of the site, and having explored all options, reluctantly the loss of these trees for a temporary period is acceptable in this instance. A condition is recommended to ensure that trees of acceptable size are replanted in the existing tree pits.

Inclusive design

- 6.97 A detailed access statement has been submitted with the application as required by condition 19 of the outline permission. This provides an in depth commentary of the facilities within the building 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 building. The building would however be expected to achieve the relevant standards set out in Approved Document M of the Building Regulations in all but the most exceptional of circumstances.
- 6.98 As discussed above, central to the buildings design is the proposed diagonal staircase running through the whole building from floor 1 to the roof. One half of the 4m wide staircase is intended for circulation and the other would accommodate seating and meeting opportunities. Due to the potential dangers from long flights of continuous stairs, the allocation of seating/stair use alternatives approximately every three flights. Due to the extent of the proposed stair the agent has advised that particular care will be taken with this staircase to clearly signal the change in direction, through the nosings, the handrails and the design of the seating opportunities. Such details will be picked up through the Building Control process, separate to the planning process.
- 6.99 The office entrances all have level access. The retail units are designed to sit on a stepped podium that responds to the changing site levels and provides level or ramped access from the street to the shop units regardless of their entrance locations.
- 6.100 The office accommodation is provided with 4 disabled parking spaces at basement level. These are located in a row close to Core 3 with lift access to the offices or reception. Scooter and hand propelled tricycles are proposed to be accommodated in a store located in the lobby of the north entrance. This storage area contains parking and charging points for electric scooters and indoor wheelchairs to allow users to transfer from one to another.

- 6.101 The events centre has its own separate entrance off King's Boulevard. A dedicated lift moves between the entrance level and the 'Town halls' below and the auditorium above. The auditorium is arranged over two levels with raked seating and there is level access from the rear of the auditorium direct to the stage level. The auditorium is proposed to have flexible seating arrangements to accommodate wheelchairs throughout the space. The space will also be fitted with communication devices to assist people with hearing disabilities.
- 6.102 The Access and Inclusivity Statement submitted to comply with Condition 19 provides details of inclines, ramps and steps within the proposed scheme. As discussed above at the southern end of the site, the level differences are proposed to be overcome through the introduction of a curved plinth with York Stone Steps and a granite wall timber topped seating area. Stepped access onto the plinth is proposed and the slope of is used to allow users to make the transition from Battle Bridge Place to the proposed South Anchor unit.
- 6.103 As discussed the roof is extensively landscaped to provide an amenity space for all the building users. It is proposed to be read as a series of terraces which reflect the land level changes and these are proposed to be connected by lifts, ramps and stairs. The stairs are external and will meet the requirements of Part M. The roof also proposes several ramped access over large areas of the landscaped roof. The ramp will be a minimum of 1800mm wide. However, due to the restricted space on the roof, the 1:15 (or better) slope may climb 1000mm or more between the platforms which is a principal which has been used in the wider areas of public realm across the Kings Cross Central site. Wheelchair access is proposed to both the upper and lower Headland areas via lift core 1. Features of this nature present within the landscaped terraces of the building itself have been addressed by the Access and Inclusivity Statement provided primarily to demonstrate compliance with condition 19 (accessibility) and are assessed in the following section. However, this is also considered sufficient to assess compliance with condition 12.
- 6.104 The ancillary facilities including the swimming pool and the MUGA are proposed to have fully accessible changing/shower facilities and a hoist system is proposed to provide access to the swimming pool. The gym will have equipment suitable for disabled employees.
- 6.105 The Council's Access Officer has noted minor issues where internal features may need further adaptation or modification but this should be possible to address under Building Regulations without impacting on the reserved matters application.
- 6.106 Overall the access and inclusivity statement submitted for the purposes of condition 19 would appear to provide a sound commitment to the development being accessible and meets the requirements of the condition.
- 6.107 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 natural surveillance offered by the office and retail uses at lower ground and upper ground levels, together with the CCTV and regular patrols secured under the S106 agreement, will proactively discourage opportunities for crime and presents a safe environment for all.

Sustainability and climate change

- 6.108 An Environmental Sustainability Plan for the proposed Zone A building has been prepared by Mott MacDonald to address the various facets of environmental sustainability as set out in condition 17 (environmental sustainability plan), condition 45 (drainage infrastructure) and condition 48 (combined heat and power). This also needs to be assessed in the context of the relevant S106 sections W (general site wide sustainability strategy); X (energy reduction), Y (construction materials and waste), Z (operational waste) and AA (water efficiency and drainage).

Energy and climate change

- 6.109 Section X of the S106 legal agreement attached to the outline permission seeks to ensure that development is designed in such a way that it does not prejudice the prospect of the entire development achieving a 60% reduction in carbon emissions from the 2000 levels identified in the Energy Assessment by 2050. It also seeks to ensure a saving in carbon emissions compared with the current 'business as usual' benchmark of at least 32% and a further 10% reduction in carbon emission as a result of renewables with the objective of achieving carbon emissions of at least 39% less than the benchmark. The requirements of condition 17 of the outline permission refers to the principle: be lean, be clean and be green.
- 6.110 Condition 17 of the outline permission requires the submission of an Environmental Sustainability Plan as part of relevant reserved matters applications. The condition sets out those details which should be included within the plan and a number of criteria which should be met. The application is accompanied by an Environmental Sustainability Plan written by Mott MacDonald dated May 2017. Part (a) and (b) of the condition requires that energy efficiency measures be set out in full and details provided of the carbon reduction achieved through the building design and technology energy efficiency measures against building regulations. This is included within the Sustainability Plan. This outlines the glazing specification as well as how heat losses will be reduced. It also outlines through the Active Design what energy efficiency measures will be introduced including Energy efficient lighting, Air distribution systems and space cooling. In regards to section b) the building is able to reduce the annual regulated CO₂ emissions by 129.3TCo₂/year, which equates to 6.1% carbon savings compared to the emissions permitted under the prevailing Building Regulations (Part L 2013). This complies with the requirement of obligations 6 and 7 of Section X of the S106 agreement (which states 5% lower than Part L). Carbon savings are 6.5% compared to the prevailing Building Regulations (Part L 2013) baseline, which meet the requirement.
- 6.111 Part (c) relates to details of the provision of green and brown roofs and (d) to energy supply. The latter criterion (as well as condition 48 and Section X) requires each building to be linked to the energy centre proposed for the entire King's Cross Central site. In relation to c) the landscape roof covers 9.492,2 with a balance of 60% hard landscape and 40% soft landscape. In relation to d) the connection to the low carbon district energy supply system will allow Zone A Building to take advantage of the low-carbon benefits associated with combined heat and power. The combined Heat and Power (CHP) engines with the Energy Centre will also generate electrical power for the building. The use of low-carbon energy supply

and the building design and technology energy efficiency will achieve an overall reduction in CO2 emissions of 22.0% compared to the prevailing Building Regulations (Part L 2013). The inclusion of the connection to the KXC district heating system will also fulfil the requirement in this regard of the outline condition 48. There is a section of roof which is being used for photovoltaic panels which is encouraged and welcomed.

- 6.112 Part (e) requires that buildings achieve a BREEAM rating of 'very good' or better. The Zone A Development has been registered and will be assessed under the BREEAM New Construction 2014 scheme. The building is targeting a rating of 'Excellent' for the general office areas, with an aspirational rating of 'Outstanding' to be achieved upon completion, and 'Very Good' for the retail 'shell only' parts of the building. These targets and aspirations are considered acceptable. Part (f) relates to the provision of measures which will enhance biodiversity. Due to the unique landscaped roof it is considered that the proposals go above and beyond the condition in this instance.
- 6.113 The American equivalent of BREEAM –the U.S. Green Building Council's 'Leadership in Energy and Environmental Design' (LEED) is an internationally recognised standard which Google has requested the building be tested against with a view to achieving its highest possible 'platinum' rating. The scope is similar to BREEAM but places a higher weighting on some issues, particularly air quality and uses different evaluation criteria. Partly as a result of this, additional credits have been identified especially in the 'health and well-being' category of BREEAM that could improve the score to an aspirational 'Outstanding' rating post construction.

Materials and waste

- 6.114 As required by Section Y of the S106 agreement the applicant will adhere to the adopted Construction Materials and Purchasing Strategy which seeks to reduce material usage, minimise waste and encourages use of recycled materials and is targeting up to 80% of available credits in the materials category in BREEAM.
- 6.115 In accordance with the S106 (section Z) requirement for provision of waste information packs and sufficient dedicated waste and recycling storage space to encourage recycling, the applicant has confirmed their commitment to producing a 'user' guide for all building occupants and provision of an ample waste and recyclables store in the first basement service area.

Water and drainage

- 6.116 In accordance with condition 45, the submitted Environmental Sustainability Plan demonstrates how the sites new drainage infrastructure will not exceed the maximum combined peak discharge of 2292l/s for storm and foul water from King's Cross Central to the existing drainage infrastructure. The drainage networks have been designed on SUDS principles providing an overall peak flow reduction of 10% (based on a 1 in 30 year storm).
- 6.117 Thames Water have already approved the surface water discharge to the Camley Street sewer located within Pancras Road that will manage the public realm surface water discharge in the area south of Regents Canal and builds in an allowance of

up to 632l/s for Zone A. The approved foul water flow from Zone A is 33.1l/s. The submitted details confirm that the scheme has been modelled to adhere within these limits. No response has been received from Thames Water. Condition 45 can therefore be discharged with regard to Zone A.

Biodiversity and landscaping

- 6.118 The need to provide for biodiversity within the Zone A development is secured by parts c (green and brown roofs) and f (wildlife features) of condition 17, Condition 46 which requires at least 15% of the roofs of new buildings to be green or brown roofs and by the need to comply with the relevant BREEAM category so as to achieve an overall acceptable credits rating. Condition 10 (landscape details) also requires biodiversity to be taken into account where reserved matters entail new landscaping but in this case the limited public realm involved does not provide for opportunities for any soft landscaping to be included.
- 6.119 Although Zone A is not a priority zone for Green/Brown roofs under parameter plan KXC021, an accessible landscaped roof forms an intricate part of the design for this building. There is a 3,779sqm area of green roof proposed which will cover approx. 40% of the total roof area and is proposed to consist of tree planting, lawn and wildflower planting. The planting selections for both these areas is intended to be made primarily on the basis of wildlife benefit as well as the enhanced biodiversity which this will attract.
- 6.120 The roof top landscaping is considered to be of high quality design and to be on a scale unseen in the borough. 238 trees are proposed to be planted which will significantly enhance the biodiversity of the area. Of the tree species proposed, 65% are native. The trees are proposed to be generally clustered around the west side, which will be the side exposed to the prevailing wind. Hundreds if not thousands of shrubs, climbers and herbaceous plants are also proposed, within varying settings including wild flower meadows, turfed areas, raised planters and veg. plots for office staff to tend.
- 6.121 A building of this size would have the potential to include various bird and bat boxes in appropriate locations on the facades, however details of these have not been included in the application submitted. The details in this respect should be made the subject of a condition attached to any grant of reserved matters permission for Zone A. The details submitted in these regards should demonstrate that the external lighting scheme, which is also requested as a condition, is compatible with the proposed bird/bat box locations.

Transport

- 6.122 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

- 6.123 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.
- 6.124 The Urban Design Report includes a servicing strategy in response to condition 22. Servicing is proposed to be collected from the main distribution area located in the centre of the site in the lower basement. Daily delivery vehicles will approach the site from York Way turning onto Goods way where they will be able to enter the site and fully clear the public highway by use of the shared service ramp. Excess space has been provided to store two days of waste storage in case of any disruption to the service. Six servicing bays are proposed in the main distribution area and can accommodate at any given time:
- Two 10.0m vehicles
 - Two 6.0m vehicles
 - Two 8.0m vehicles
- 6.125 The proposal includes designated offloading areas with good access to service cores 4 and 5 with retail goods lifts for distribution of good from the basement. Associated rooms have been provided for food storage, a decant area, general shipping and receiving and refuse store.
- 6.126 This site is likely to generate a significant level of deliveries due to its size and use. However, it is considered that the 6 loading bays proposed will more than suffice in supplying the needs of the site, without any requirement for vehicles to wait or impact on the public highways. These details are considered sufficient to meet the requirements of condition 22.

Refuse storage and collection

- 6.127 All refuse and recycling collections will be undertaken by a private contractor on a daily basis. This includes the retail units at ground floor level. Refuse and recycling collections will take place via the Zone A basement and the Access Ramp from Goods Way.
- 6.128 A central waste room is proposed, close to the West Loading bay, with convenient access to the upper levels via the goods lifts in Cores 3, 4 and 5. The combined waste room will be used by both the retail and office uses and is adequately sized to allow separate receptacles for recyclable and non-recyclable waste as well as a Bin compactor, a baler and a food waste vacuum system. The submitted information is therefore sufficient to discharge the requirements of condition 28 for Zone A.

Car parking standards

- 6.129 No general parking is proposed as part of this development which is welcomed, this will ensure that staff and visitors are aware that traveling by motor vehicle is not welcome. Four disabled parking bays for the building is proposed to be provided in

the basement in the middle of the site, this will be accessed via the shared service ramp with Network Rail off Goods Way. Sufficient space has been provided on site for vehicles to manoeuvre on site and enter and exit the site in a forward gear. No other car parking is proposed. This level of provision is well within the maximum standards set out in Condition 49(a) (i.e. 1 space per 1,500 sqm for South of the canal).

Cycle parking

- 6.130 Condition 51 of the outline permission requires the development to be constructed in accordance with the cycle parking standards set out in appendix 6, as referred to in policy T3 of the Unitary Development Plan (2006). The UDP has now been superseded by the Camden Local Plan (2017) and the equivalent policy for assessment of cycle parking provision is Policy T1 Prioritising walking, cycling and public transport, although no reference is made in condition 51 to such standards that may supersede the UDP.
- 6.131 Overall, the proposals bring forward a total of 686 cycle spaces for staff and visitors to the offices within the Zone A building, and is proposed to comprise of
- Double stack Joster: 612
 - Single stack Joster: 4
 - Foldable double stack: 36
 - Foldable single stack: 8
 - Vertical pivot rack: 26
- Total: 686
- 6.132 These will be available in the Upper basement, which can be access via a ramp on the north side of the site via a dedicated cycle entrance fronting Goods Way. Camden's cycle design guidance only accepts 2 tier joster and Sheffield stands, therefore as part of this assessment we will not be taking into account cycle parking that does not meet our standards. This means that we only take into account the Double and Single Stack Joster, totalling 616 spaces. The number proposed still significantly exceeds the 314 spaces required by the standards for office (B1) as set out in the UDP.
- 6.133 The proposals also include dedicated space for 7 powered assisted wheelchairs with associated charging points, and for 3 tricycles at ground floor which can also be accessed via the cycle entrance or through the north reception area off Goods Way. Changing facilities for wheelchair users are also provided at the same level. This is welcomed, adding further accessibility to the site for people with disabilities and takes into account TfL London Plan that seeks for the needs of disabled users to be taken into consideration.
- 6.134 In addition, 50 spaces will be provided within the public realm for staff and visitors to the retail units at ground floor. It is anticipated that some units may also provide their own facilities within the unit. However, this will depend on the nature of the end use and individual tenant's fit-out, and therefore to provide some certainty, the applicants have sought to provide for all of these users on King's Boulevard. This provision exceeds the 45 spaces for retail staff and visitors based on the proposed retail floorspace of 4376m² GEA and the standards set out in the UDP.

6.135 The design of cycle facilities within the proposed building have been well considered. The proposed cycle facilities are located to the north of the building and accessed via the dedicated cycle entrance on Goods Way that sits adjacent to, but separate to the Access Ramp and the office entrance. The cycle facilities, including toilets and changing facilities are located one storey below the storage area, but this area can also be accessed from the main reception area via by one of three lifts or the stairs within core 5. Users who are using the ground floor wheelchair and scooter storage facilities can also access the changing facilities via the lift in the main lobby. These proposals are in line with the requirements of Condition 51.

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

6.136 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. As provided in the Planning Compliance Report this site is anticipated to contribute an additional 17,556 movements for 2017, and 30,420 for 2018, 28,272 for 2019 and 26,448 for 2020. These additional vehicles bring the total number across the whole development to 31,892 (2017), 41,029 (2018), 31,727 (2019) and 26,998 (2020). This is a major development for the Kings Cross estate, even compared to the other works going on around the area. The Zone A development will be responsible for between 55% - 97% of construction traffic traveling to and from the site.

6.137 It is acknowledged to have a measurable impact on the surrounding road and will have to be carefully managed in order to mitigate the effects on the public highway. A Construction Management plan is in place as part of the original requirements for the Outline Planning Permission, which outlines general site-wide requirements that need to be adhered to during construction. However due to concerns and the need to manage the development of Zone A effectively we have been working with the applicant to agree specific measures to address:

- Ensuring pedestrian and cycling movements around the site
- Safety for the thousands of people visiting, studying and working on the kings cross site.
- Managing the impact of construction vehicles on local roads
- Suitable Hoarding and access to around the site
- Maintaining a suitable pedestrian crossing on Goods Way.

6.138 These details have been provided by the applicant and are including in this application as Transport Logistics Plans. Officers are in ongoing discussions with the contractor and the applicant about the build details. This will be an evolving process where we will need to work together to deal with issues as they arise and monitor the situation on site and on the surrounding highways network to ensure traffic flow and safety. For the purpose of the outline planning permission, it is considered that the information submitted and the ongoing discussions which are taking place between all parties and due to the proposed lorry movements are only

a small proportion of the overall combined limit, the information submitted is considered to satisfy conditions 66 and 67.

Noise mitigation

- 6.139 In conformity with condition 60, the full particulars of plant noise have been provided to demonstrate compliance with the specified standards. All mechanical plant contributing to the building's services will be specified and installed to achieve an acoustic performance at neighbouring property of at least 5 dBA below the prevailing site-wide baseline noise measurements identified in an acoustic report previously provided and agreed in relation to condition 59. The neighbouring properties for this purpose will be the B-Zone buildings (non-residential) on the opposite side of King's Boulevard and the nearest residential will be in Zone F (yet to be submitted for reserve matters approval) and The Art House to the north on York Way. The preliminary plant selections and acoustic design works to date indicate that compliance with being 5d BA below the prevailing baseline. The design standards applied across the Kings Cross Central site will be applied to any alternative plant selections made as a result of further design development. The acoustic information provided is considered acceptable.

Archaeology

- 6.140 A number of written schemes of investigation have already been submitted for archaeological work in Zone A as part of the earlier enabling works for the Shared service Yard and access ramps (2007/3248/P, 2008/5731/P, 2013/0510/P) and the Zone A Enabling Works (2013/1027/P). These works have all been approved and completed. English Heritage has confirmed that there are no archaeological requirements. Consequently, conditions 56 can be considered discharged for the purposes of Zone A.

Earthworks and remediation

- 6.141 An Earthworks and Remediation Plan (ERP), prepared by Arup dated 26th May 2017, accompanies the application with regard to discharge of condition 18. This follows a number of ERPs which have previously been submitted and approved in relation to the same Zone A enabling works applications including those referred to under the preceding paragraph. These include works to the Access Ramp and shared service yard (2007/3284/P and 2009/0208/P); Interim service road (2010/1495/P); Access Ramp north (2013/0510/P); Zone A site preparation Works (2013/1027) completed in April 2014; and 2013 Zone A Project Queen (2013/4001/P) yet the works have not been carried out. The council's Environmental Health team confirms that the remediation strategy meets the terms of the condition and is acceptable.
- 6.142 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.

- 6.143 The total removal of spoil from the basement excavation for the proposed Zone A building alone would be up to 124,650 cubic metres giving rise to 14,665 lorry movements spread over the two years programmed for this phase of the works. The import of construction and infrastructure materials will generate far more significant traffic volumes totalling 31,892 trips in 2017, 41,029 in 2018, 28,272 in 2019 and 26,448 in 2020. The tables contained in the relevant sections of the Compliance Report confirm that taking into consideration the programmed works for all the other development zones and subzones which have received reserved matters approval and are expected to be in construction simultaneously with Zone A, the combined lorry movements are expected to be well within the combined limit of 81,300 for any one year set by conditions 64-67.

Environmental impact statement

- 6.144 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.

7. CONCLUSION

- 7.1 Permissible under the Outline consent, this reserved matters proposal brings forward the Zone A plot as a single building. The robust building, occupying a plot of over 300m is going to be a significant addition to the King's Boulevard as well as wider context. Through following the same design treatment on all elevations a well-considered and proud building is proposed, which will add a new and exciting architectural experience to the site whilst not detracting from the existing context. The roof plane extends from levels 7 to 11 and is proposed to comprise of a mix of hard and soft landscaping accessible from the main building and the diagonal stairs which run through the building. The extensive roof garden will 'cascade' over the building softening the upper levels and allow visible glimpses from the street level and provide a valuable amenity space to the office users.
- 7.2 The gentle varieties and rigorous repetitions in the façade mitigates the intervention of this large new form into the townscape and wider context. The building takes a new approach to the traditional office floorspace through creating triple and double height spaces which open up the function of the office space up through the elevation whilst maximising the daylight and sunlight onto the office floors.
- 7.3 The building also embodies all the usual principles of sustainable design and, indeed would serve as a true exemplar if the additional targeted credits are achieved for BREEAM 'outstanding'. The building has also been designed to be accessible by all.

- 7.4 Assessed against the relevant parameters and conditions of the Outline Permission the submission pack meets all the necessary criteria required of Kings Cross Central reserved matters proposals.
- 7.5 Overall it is considered that the proposed Zone A building display a strong commitment to attaining the level of quality and detail demanded of this complex site and setting and will of itself achieve a building of exceptional architectural character to make a strong positive contribution to the area. In view of the above it considered that the proposed Zone A building 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 Zone A (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) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and gates;
 - b) Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).
 - c) Details of the shopfront surround, including the junction with the soffit and the mechanical plant louvres at ground floor level (to be submitted to the Local Planning Authority) and samples of those materials (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 Prior to commencement on the relevant part of the development hereby approved details of all external lighting to include location, design, specification, fittings and fixtures (including means of reducing light spillage) shall be submitted to and

approved in writing by the local planning authority. The building shall not be occupied until the relevant approved details have been implemented. These works shall be permanently retained and maintained thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area, to ensure the development includes measures which seek to address personal safety, security and to conserve biodiversity by minimise light pollution in accordance with the requirements of policies A3, D1, D2 and CC2 of the London Borough of Camden Local Plan 2017.

- 3 Prior to first occupation of the development a plan showing details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (2016) and Policies A3 and CC2 of the London Borough of Camden Local Plan 2017.

- 4 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.

- 5 Prior to first occupation of the building, details of the mechanism required for the moveable louvres to the south elevation, as well as an ongoing maintenance plan, shall be submitted to and approved in writing by the local planning authority. These works shall be permanently retained and maintained thereafter in accordance with the agreed details.

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.

- 6 Prior to commencement of any roof works of the development hereby approved, full details of hard and soft landscaping and any balustrading to footpaths and open areas have been submitted to and approved by the local planning authority in writing. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.


Reason: To ensure that the development achieves a high quality of landscaping

which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.

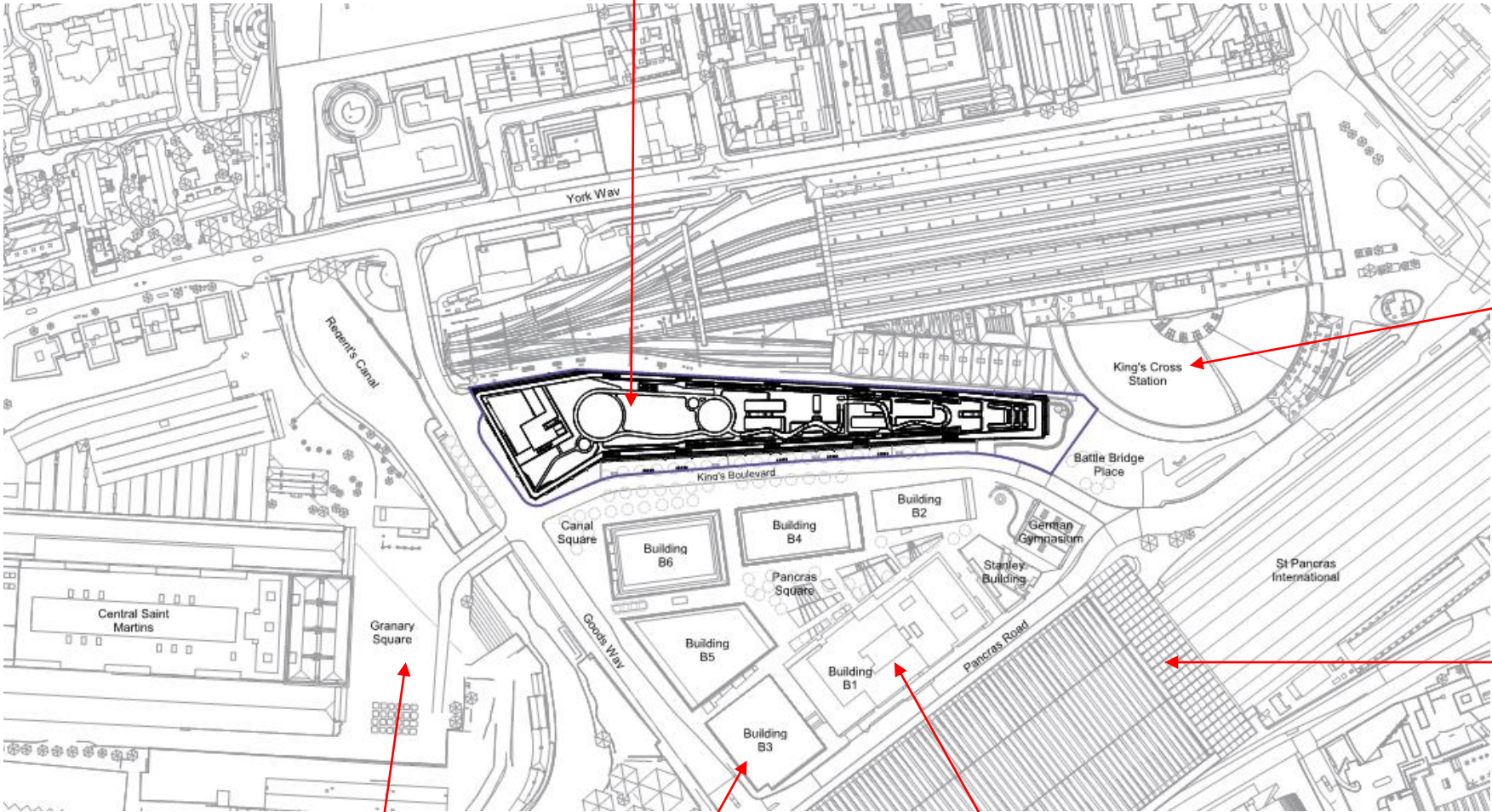
Informative(s):

- 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: 6, 9,10,12, 14, 16-23, 26, 27, 28, 31, 33-38, 45, 46, 48, 49, 50A, 51, 56, 60, 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 Please note that any approval given by the Council does not give an exemption from the requirements to comply with the Wildlife and Countryside Act 1981 (as amended), or any other Acts offering protection to wildlife. Of particular note is the protection offered to bats, birds and their nests from construction works. For further information contact Natural England on 0300 060 4911 or www.naturalengland.org.uk.
- 4 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: 2017/3133/P Development Zone A King's Cross Central, York Way, London</p>	<p>Scale: 1:1250 Date: 31-Jul-17</p>	<p>N </p>
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Zone A



King's Cross
Station

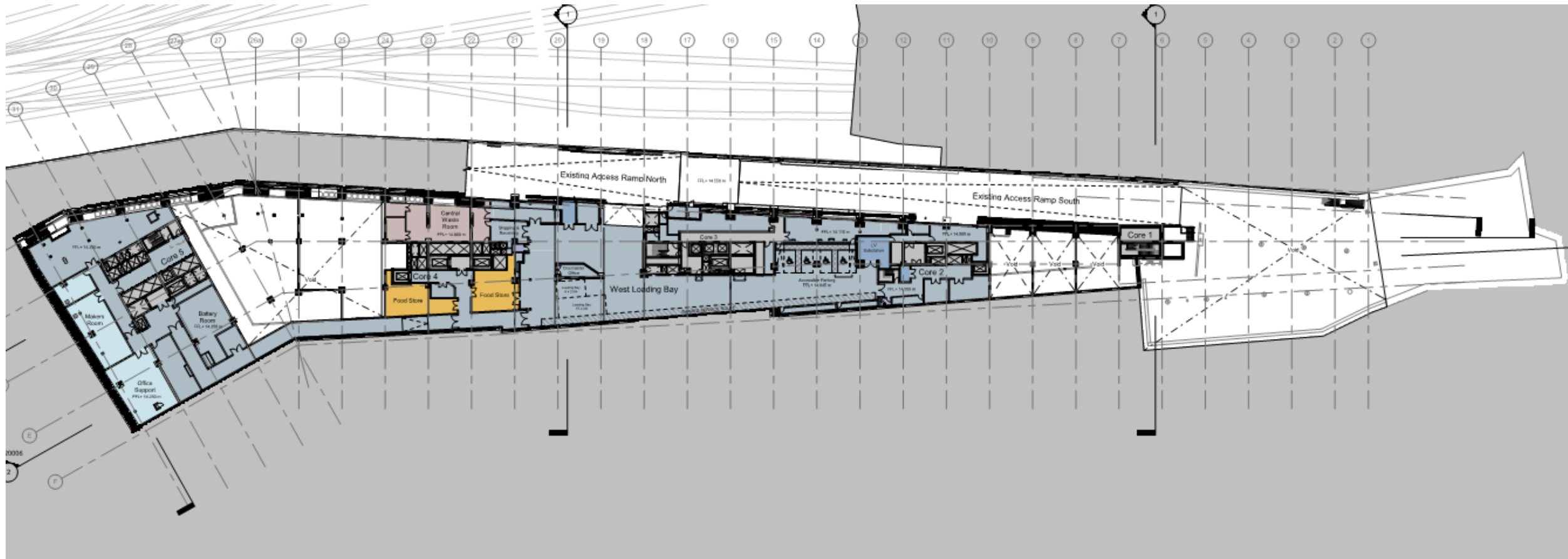
St Pancras
International

Granary
Square

5 Pancras
Square

6 Pancras Square

Upper Basement Floor Plan



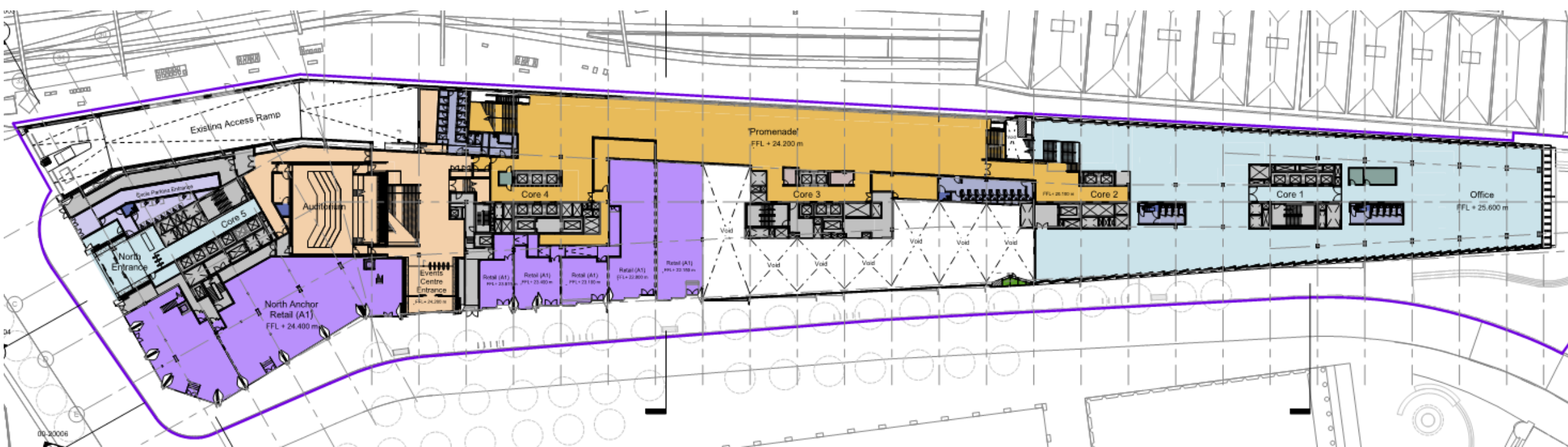
Lower Ground Floor Level



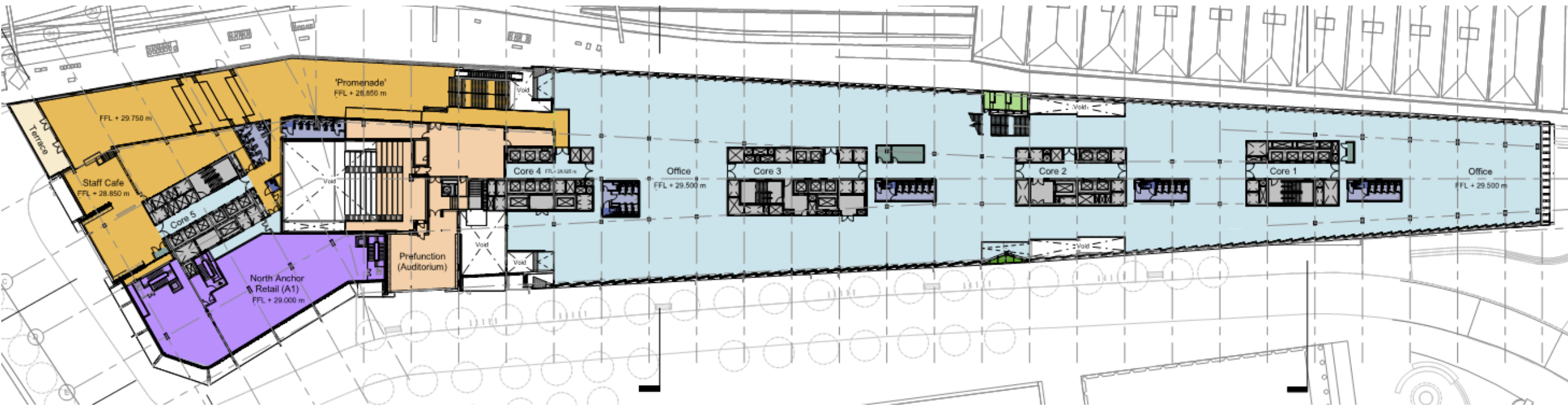
Ground Floor Plan



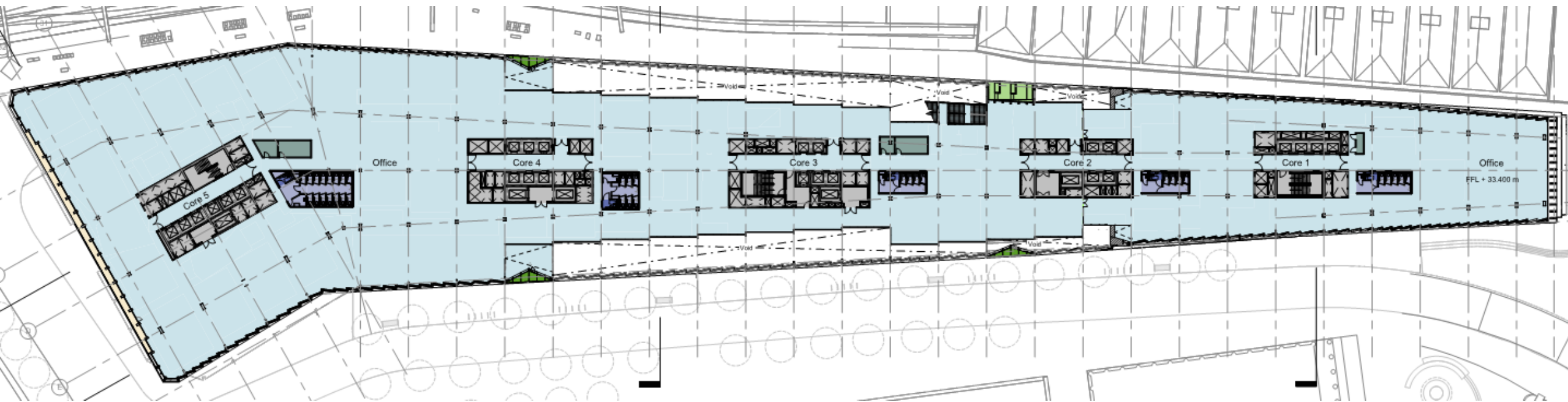
First Floor Plan



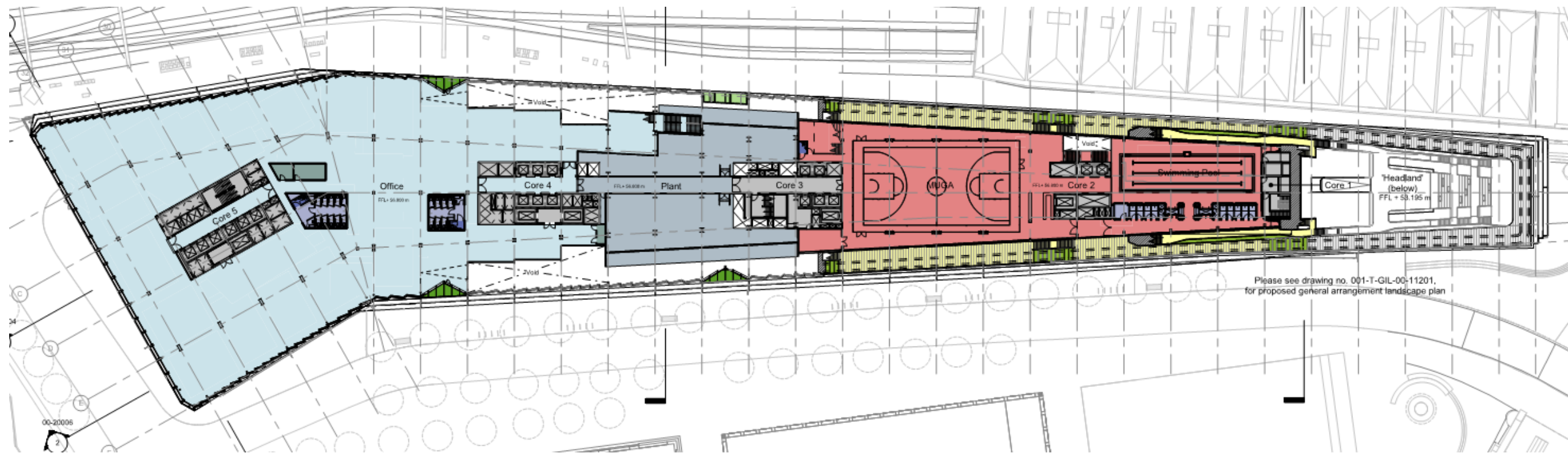
Second Floor Plan



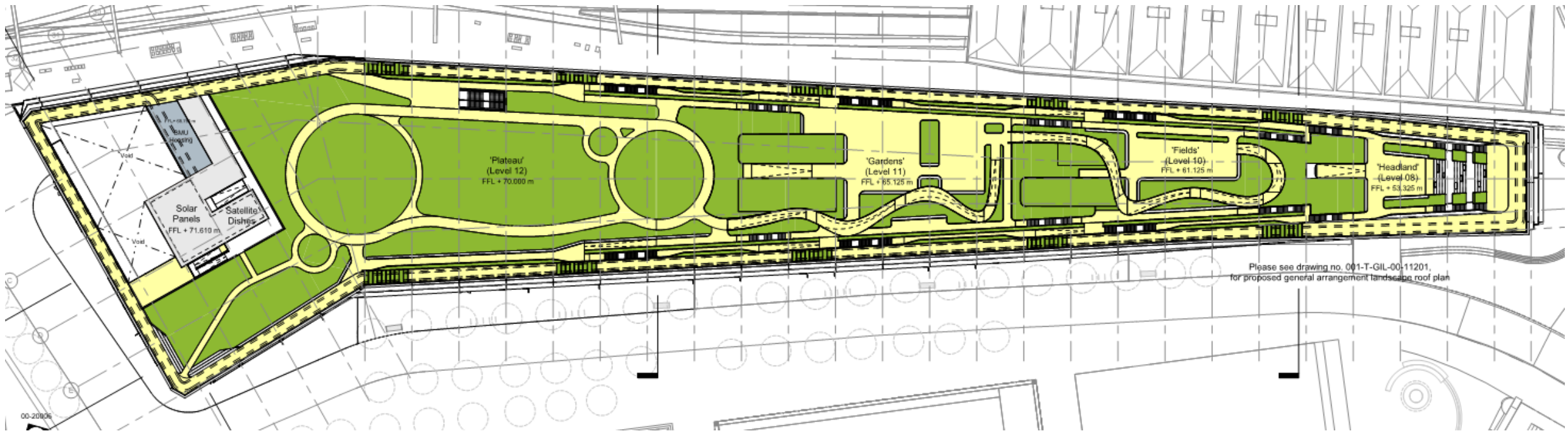
Third Floor Plan



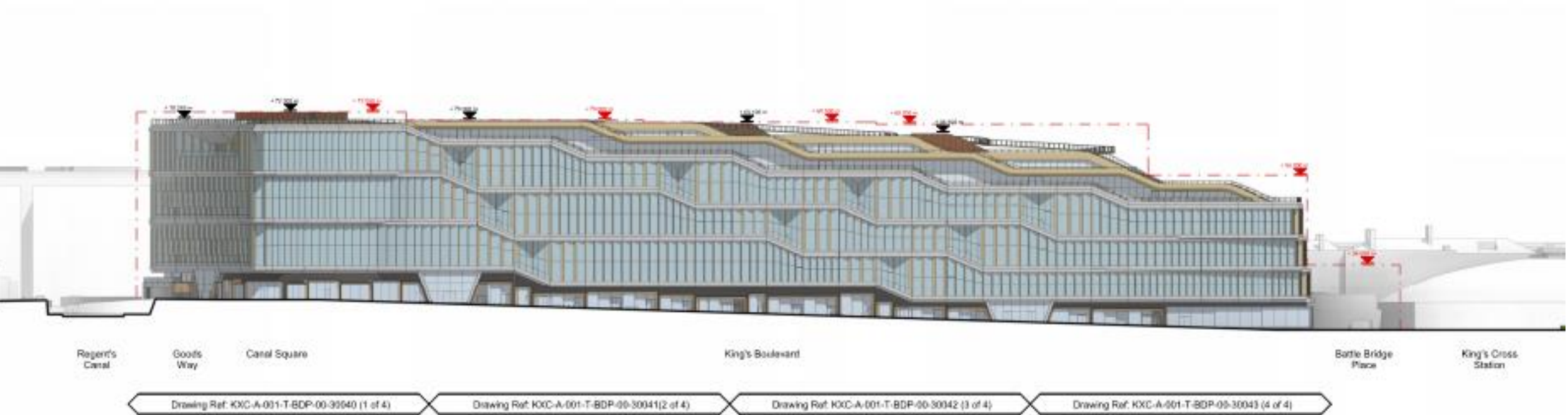
Ninth Floor Plan



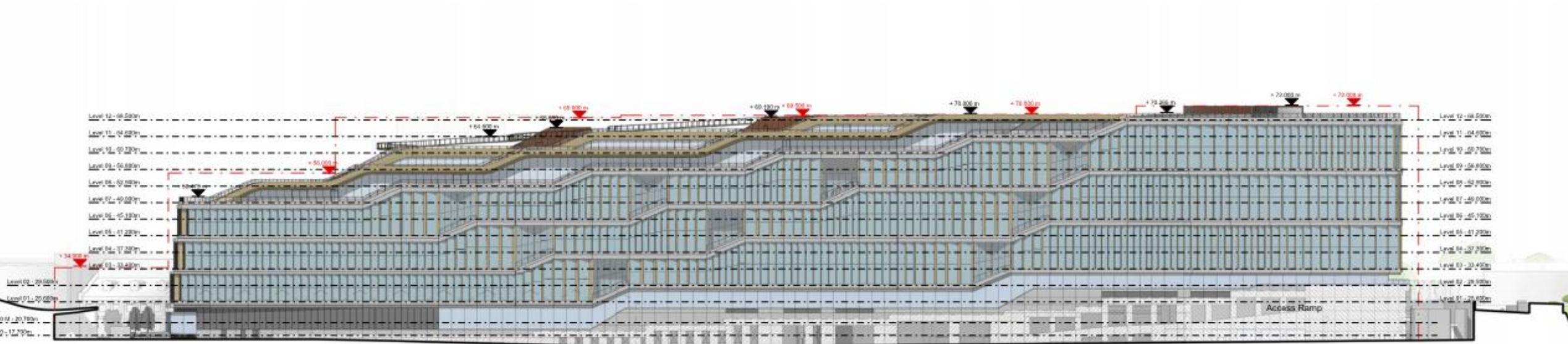
Roof Plan



West Elevation



East Elevation



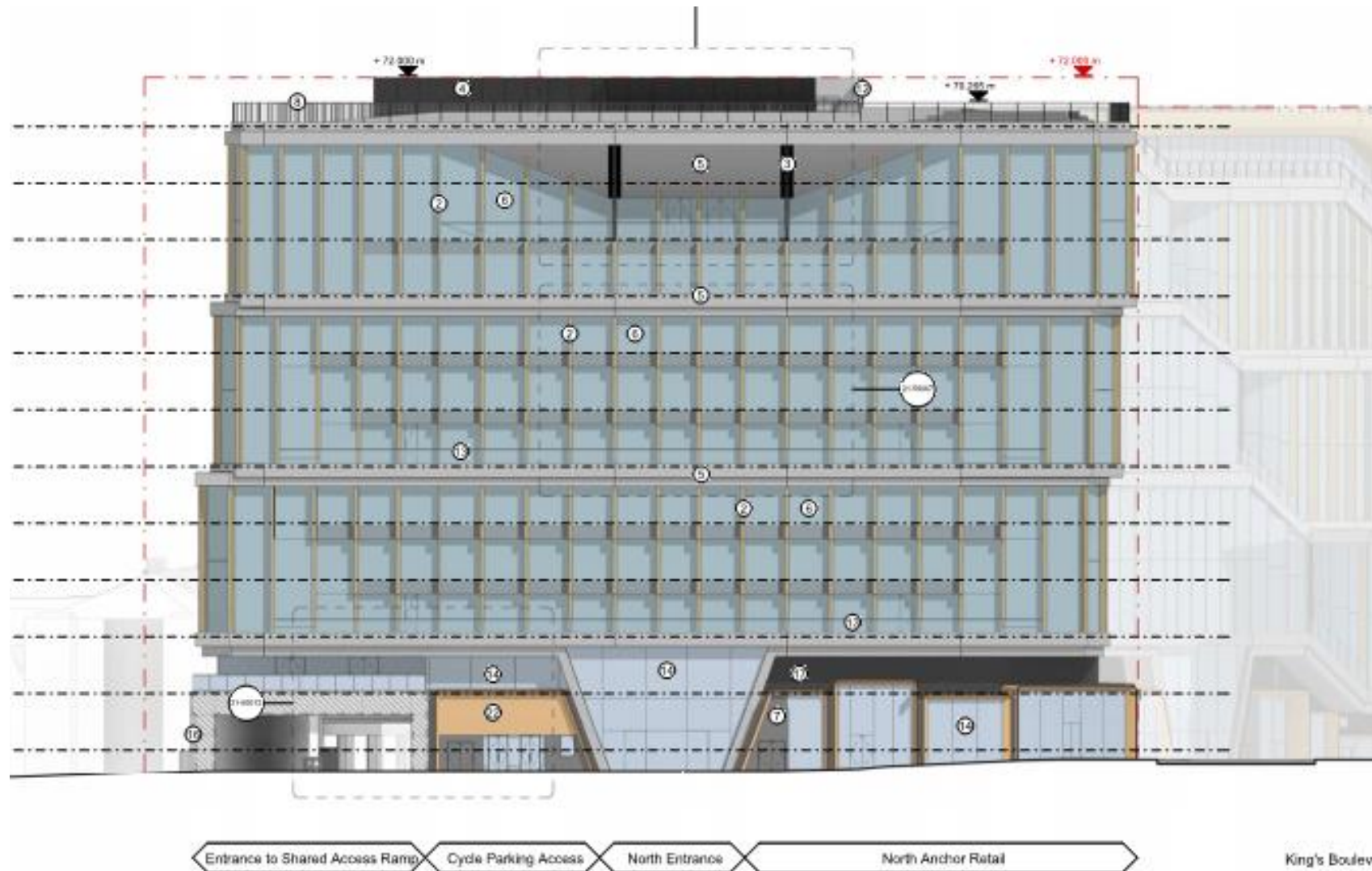
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Drawing Ref: KXC-A-001-T-BDP-00-30021 (2 of 4)

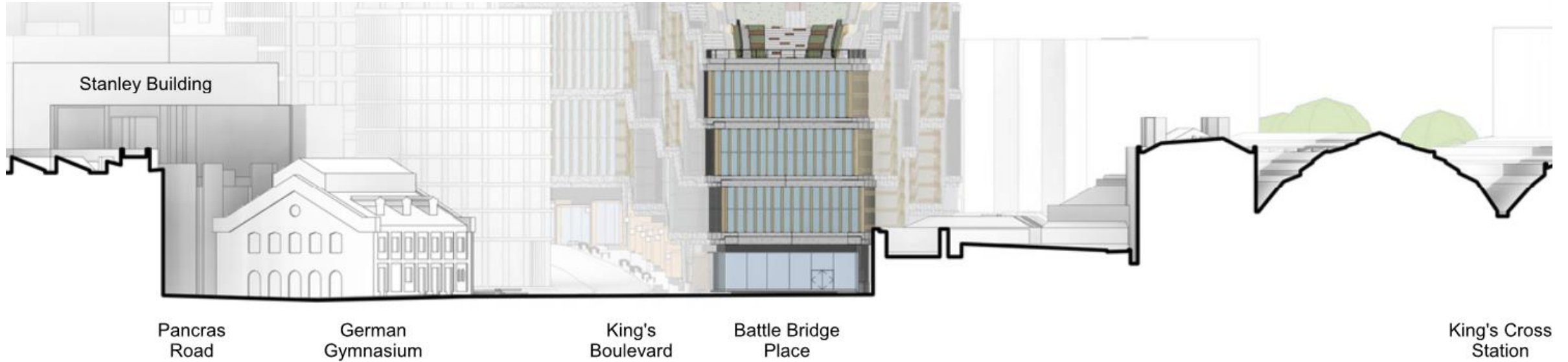
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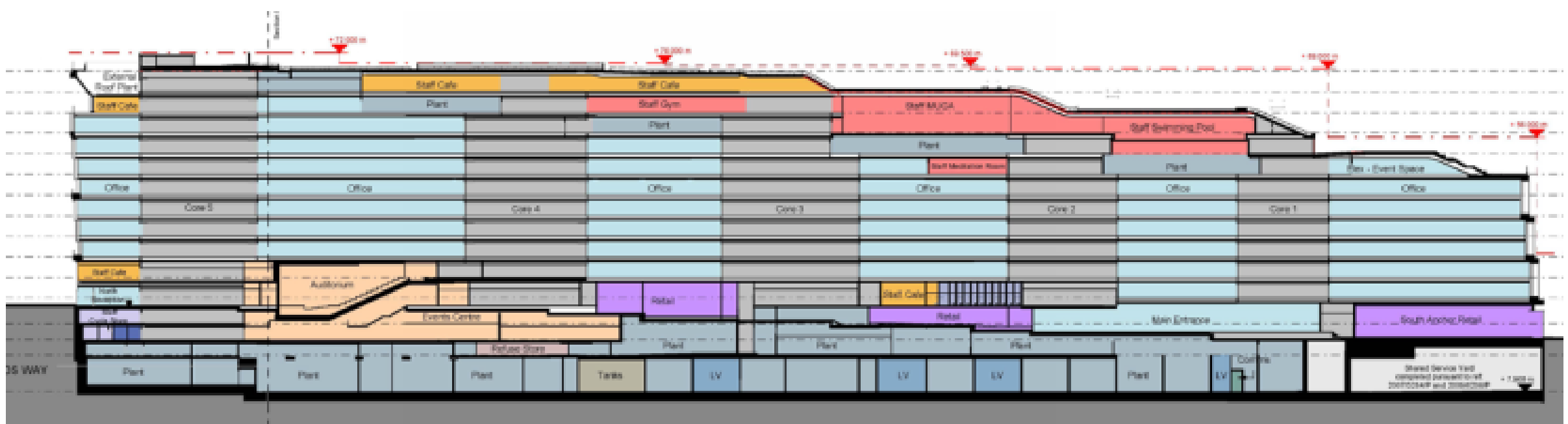
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North Elevation

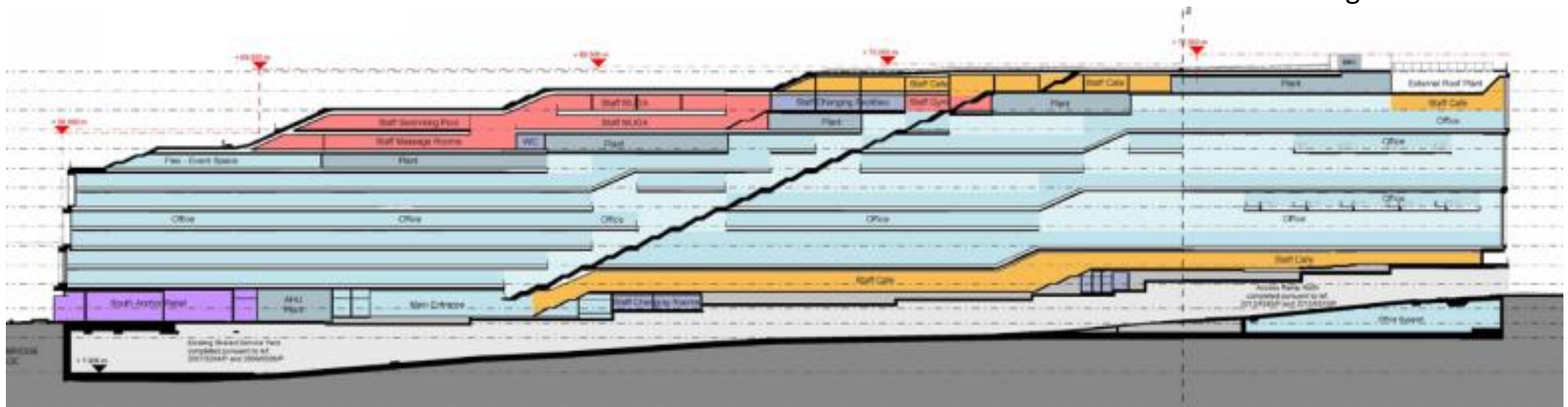


South Elevation





Section North to South through the cores



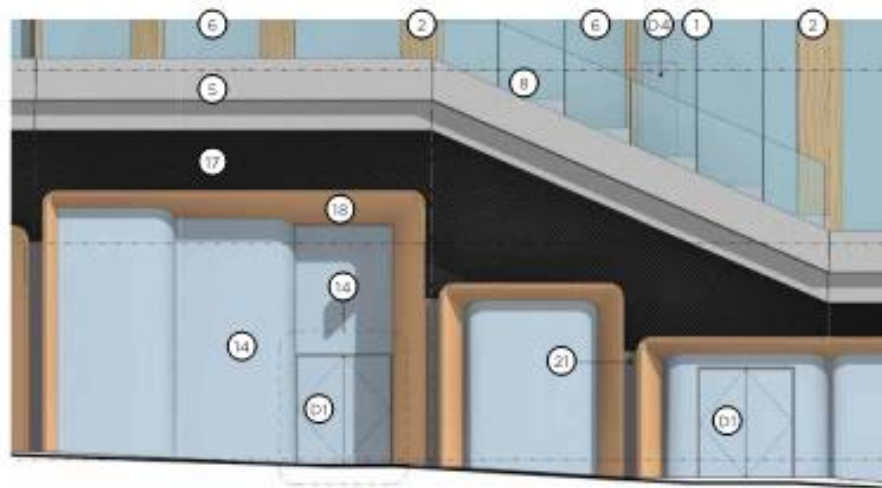
Section South to North through the Diagonal Staircase



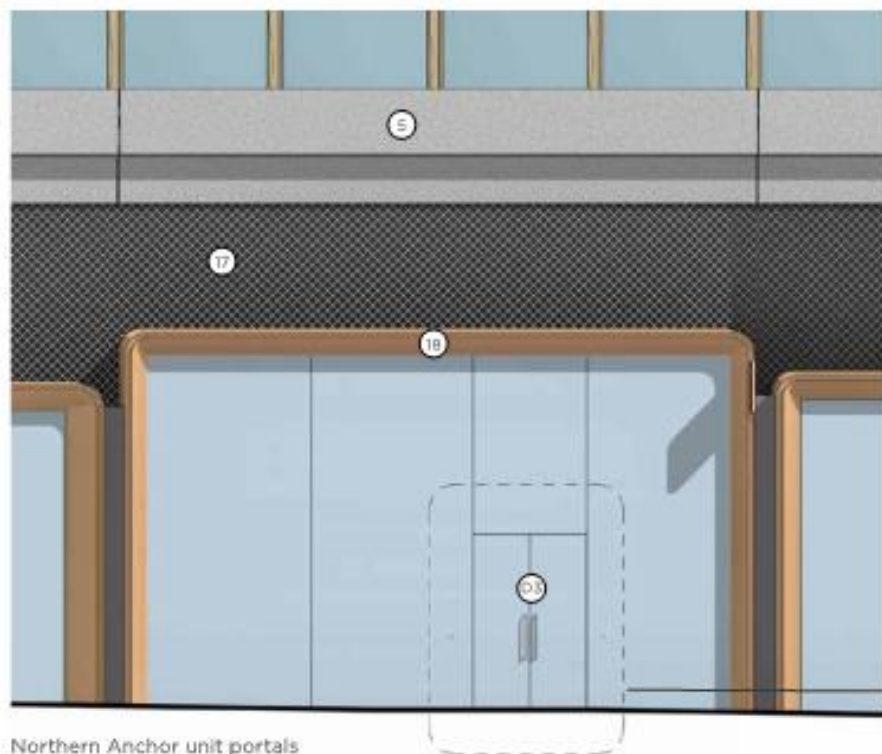
Illustrative View of the Zone A building

Section through the building

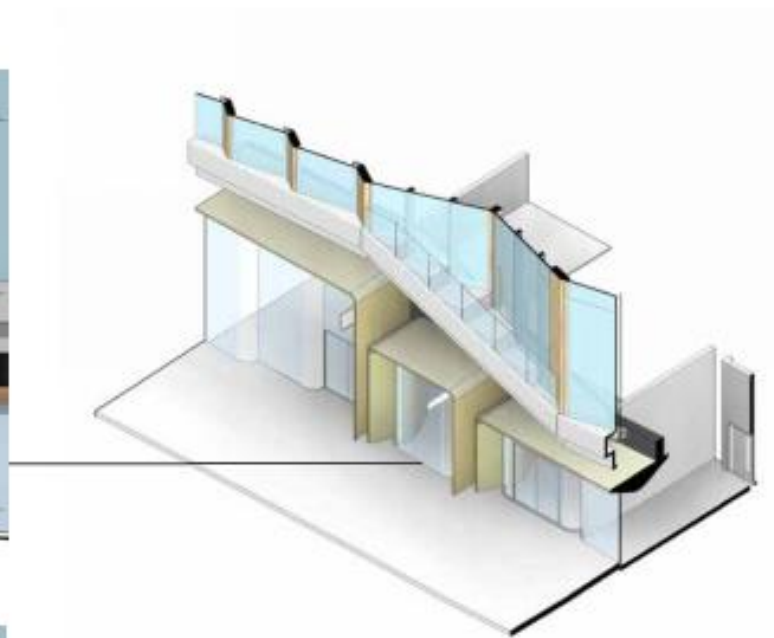




Typical retail portals



Northern Anchor unit portals



Key

- 1 Steel Mullion
- 2 Timber Mullion
- 5 Pre-cast Concrete Spandrel
- 6 Upper Floor Glazing
- 7 Black Painted Dark Grey Glass Panel
- 8 Metal Mesh Balustrade
- 14 Ground Floor Glazing
- 17 Dark Grey Expanded Metal Mesh
- 18 Bronze Colour Metal Cladding Shop Front Portal
- 21 Dark Grey Metal Shop Front Divider
- D1 Glass Sliding Door
- D3 Glass Hinged Door
- D6 Dark Grey Back Painted Glass Door





Section through
the 1:100 model







Figure 82. View of north-west corner of the building