

## APPENDIX ONE

### KINGS CROSS CENTRAL

#### LONDON BOROUGH OF ISLINGTON FORMAL OBSERVATIONS REPORT DECEMBER 2005



**KINGS CROSS CENTRAL  
OBSERVATIONS REPORT  
DECEMBER 2005**

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**ISLINGTON**

# INTRODUCTION

## Background

Both councils have anticipated developer interest in this site for a considerable time. In prelude to this several documents were published to outline the context, and scope and aspirations for redevelopment. 'King's Cross – Camden's Vision' has forewords by the Leaders of both Camden and Islington councils. It aspires "to achieve the best possible future for King's Cross."

Islington Council wishes to ensure that any development proposals maximise the many employment, housing, education and leisure opportunities. By definition any successful approach must be ambitious and leave King's Cross, healthier, safer, more economically successful, sustainable and with a renewed positive reputation.

## Structure of this report

The following constitutes the observations of Islington Council as neighbouring Borough to the main applications for Kings Cross Central. This report identifies the issues of primary significance to Islington Council regarding the revised applications for Kings Cross Central, as submitted by Argent (Kings Cross Ltd) to the London Borough of Camden on 28 May 2004 and subsequent revisions submitted in September 2005.

It is intended that this report should be read in concert with the original Kings Cross Central Observation Report presented to West Area Committee on 3rd March 2005 and subsequently amended. This is available from [www.islington.gov.uk/kingscrossteam](http://www.islington.gov.uk/kingscrossteam).

To be as succinct as possible the previous report has been used as a checklist to assess revisions to the application. As previously **items in Bold** = Key issue of importance.

The following abbreviations used at the end of each statement to denote status:

New – New key issue.

Amended – Updated key issue from original report.

Deleted – Item no longer relevant (Paragraph can be cross referenced to view what item has been deleted).

*Italic* – Explanatory text concerning changes.

Background information or reasoning for a particular bold item has not been repeated unless absolutely necessary. Readers are directed back to the original report for such information. The majority of supporting text that remains has been updated however these changes are not highlighted.

In many sections further analysis is still provided which may include supplementary issues or themes that are also pertinent to the overall assessment of the scheme and its relationship with Islington.

NB. Some images may not portray the revisions but have been utilised where there was little alternative if they were necessary to illustrate particular issue.

# 1 PLANNING CONTEXT

King's Cross has the potential to provide an outstanding development, exemplifying the principles of sustainability in a socially inclusive way. In particular it has public transport accessibility and infrastructure to support business and commercial development, culture, tourism, retail and leisure, higher education and other Central Area activities. These should be combined with improved accessibility, new housing provision, the enhancement of existing - and the provision of new - open space, new community and other facilities, enhanced transport functions, and the integration of its valued historic features with high quality design.

A joint planning brief was prepared in conjunction with Camden Council to cover the main area and the Triangle site. After public consultation both Councils agreed the joint planning brief in January 2004.

Camden & Islington Councils are eager to ensure the creation of firm links between the development and the neighbouring local areas so that Kings Cross Central is a relevant and positive addition to, and well integrated with, this part of London. With this in mind the following objectives were drawn from the principles embodied in the agreed planning brief.

## KEY OBJECTIVES FOR DEVELOPMENT

- **Physical connections** – Better east-west and north-south movement across the site are key, breaking down the boundaries to the site. The development must be – and feel – fully connected with the rest of London, with full public access to attractive spaces and open and safe streets;
- **Economic connections** – New jobs should be widely available, offering more opportunities for those who find it difficult to work for many reasons;
- **Social links** – The Councils are keen to avoid development of an exclusive 'ghetto'. We want to see and create a balanced and successful development that recognises cultural diversity in all aspects;
- **Completing the picture** – A large development like King's Cross Central will take place in stages. Each major phase of the comprehensive development should contain an appropriate mix of different uses, including housing;
- **Working with the community** - In King's Cross, the focus remains community involvement, better access to jobs and training, improving local people's qualifications through education.
- **Sustainable development** – Maximise public transport links & accessibility, establish a mixed use new urban quarter with a range of facilities, flexible environmentally friendly buildings both in construction and operation.

The London Plan, Camden UDP (2003), draft Camden replacement UDP (2004) and the Joint Planning and Development Brief (Jan 2004) set out the strategic and detailed policies to achieve these aims and recognise that the area is expected to strengthen the role, character and diversity of Central London. It is against the policies in these documents that the scheme will be assessed. In addition the Community & Neighbourhood Renewal Strategy produced by the Local Strategic Partnership and the Kings Cross Neighbourhood Action Plans are also given due regard.

## WORLD CITY

The London Plan identifies King's Cross as a strategic Opportunity Area within the Central Activities Zone (CAZ). Central London is home to many of London's World City activities. Demand for these activities is projected to continue to grow and these can largely be accommodated by more intensive development in identified Opportunity Areas such as King's Cross.

National and strategic policies seek the sustainable and efficient use of space in London, encouraging intensification and growth in areas of need and opportunity. The London Plan seeks in Opportunity Areas substantial employment and housing growth, maximising access to public transport, while promoting social inclusion and taking account of the community, environmental and other distinctive characteristics



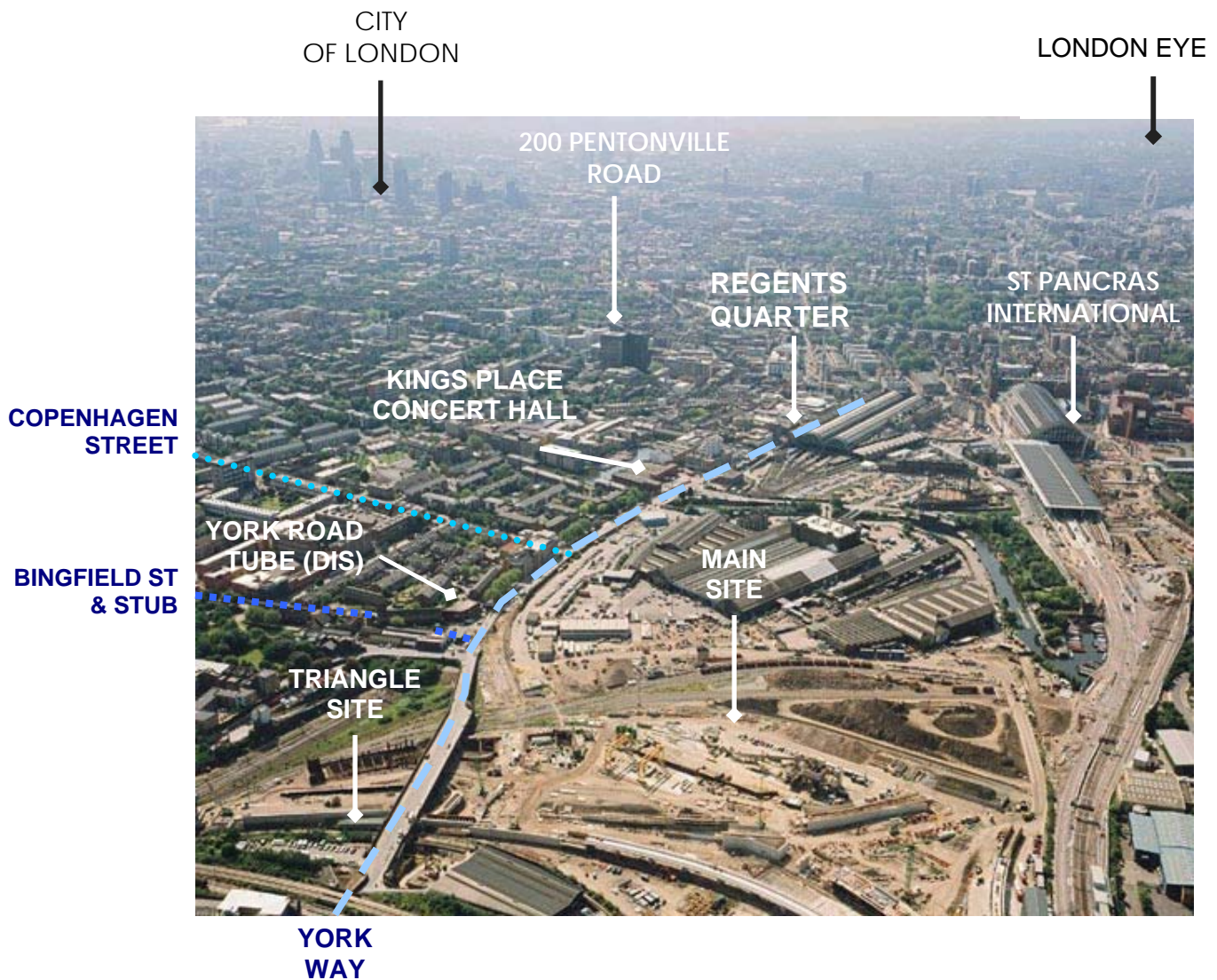
of each area.

Central London is important as a location for a range of activities of metropolitan, national and international significance, including government, learning, cultural, retail, tourist, leisure, and entertainment functions. Such uses are appropriate at King's Cross, contributing to its vitality and viability, to its range of employment and business opportunities and to its regenerative potential. However, it is vital for Islington that these uses should not be at the expense of local communities.

The Joint Planning & Development Brief was drafted and approved based on these wider strategic policies. Any development, therefore, is likely to be of a density and scale which is generally different to that of the neighbouring area. This will mean that any developer must pay special attention to the meeting points between old and new.



## OLYMPIC GAMES



King's Cross St Pancras interchange is identified as a key transport component concerning the ability to deliver the proposed 2012 Olympic & Paralympic Games. The Olympic Javelin will utilise the CTRL link between King's Cross and the Olympic Park in Stratford. The trains will carry a large number of visitors and King's Cross would have a high profile role within any Games. Access to and egress from the transport hub through a building site would therefore not be acceptable and have an adverse impact on the perceptions of Islington and Camden and be potentially detrimental to future visitor numbers and inward investment.

**Following London's success in securing host city status from the IOC on July 6<sup>th</sup> 2005, a contingency for an 'Olympic phase' should be locked into any further phasing requirements to be agreed with Camden Council. (Amended)**

**Islington would wish to ensure that any development phasing is designed to ensure maximum completion of development surrounding the entrance to the CTRL terminus and the 'Olympic Javelin' - shuttle train services. (Amended)**

## 2 REGENERATION

### STRATEGIC CONTEXT

As the London Plan notes, any development should ensure that vulnerable neighbourhoods adjacent to the Central Activities Zone will also benefit from new opportunities flowing from major growth. Islington needs to be assured that commercial areas like the Caledonian Road, York Way and the residential communities that surround them must have confidence and find comfort in the unprecedented investment proposed for the area. Local communities and small businesses may be threatened by the location of higher value “world city” uses, but they often provide the labour and support services that are essential to these uses. These trends are especially significant in the “fringe” areas around the boundaries of the CAZ – in essence York Way and Caledonian Road.

For Islington Council and local communities - particularly the business community - there is the opportunity to utilise Copenhagen Street and onto Caledonian Road as a natural extension of enhanced business activity. For example florists, printers and other service providers are likely to be attracted to Caledonian Road or York Way where they can tap into the new KXC market whilst benefiting from the likelihood of more competitive rents.

**Regeneration Strategy must be included as a condition and part of the S106 Heads of Terms. (Amended)**

### KINGS CROSS - CREATIVE INDUSTRIES QUARTER

In addition to space already set aside for community and cultural uses, the applicants should consider the inclusion of space suited to the needs of the creative sector (e.g. workshop space). In 2003 as part of the first Neighbourhood Action Plan - Islington Council designated Kings Cross as a Creative Industries Quarter (CIQ). This was in recognition of the emerging cultural and creative cluster and to create a distinct market to further regeneration and to seek to retain businesses in the area during a time of considerable disturbance due to the various construction and infrastructure works taking place. Creative Industries are well placed to utilise industrial and commercial premises and Islington Council would like to see their role recognised within KXC.

Since designation of the CIQ, planning consent has been granted within the Quarter for a new concert hall and art gallery. Negotiations are also underway on securing a new national museum and the expansion of an existing theatre. A wide range of commercial premises are being created as part of the Regent Quarter development which it is hoped will further enhance Kings Cross as a creative friendly location, particularly to businesses now priced out of Soho and Clerkenwell. The LDA is presently funding ‘Create KX’ to provide advice and network support to fledgling industries in the CIQ.

Commitments to a range of commercial units, and in particular employment initiatives and training, again need to be locked in – ideally as part of the phasing programme. The dedication of part of Kings Cross as a Creative Industries Quarter reflects this growth industry and recognises the cluster of such uses emerging in the area.

**Islington Council would like to see the CIQ expanded into KXC and Camden officers secure a formal designation to help increase the size of the area to encompass the British Library as the eastern anchor. A key part of realising the CIQ is to create as broad a range of workshop and commercial space as possible, provide imaginative and flexible leasing arrangements and to see SME’s as a key component within the overall commercial space tenant profile. (Amended)**

## **BUSINESS IMPROVEMENT DISTRICT**

**Islington Council would support any future Business Improvement District in principle. Any such BID should include the area to the east side of Caledonian Road and as far as the 'Ferodo Bridge' to the north and Pentonville Road to the South. (Amended)**

**King's Cross Central should be the temporary name for this project and the new quarter should quickly become an integral and complementary part of the urban fabric of London and simply become part of Kings Cross. Islington would like to see LCR/Eurostar and Argent work to provide a coherent advertising/branding strategy for St Pancras International & Kings Cross. (Amended)**

**Islington Council would like to see the naming of routes, spaces, buildings and streets opened up to public debate or competition. This could be a useful tool to enable the new quarter to reflect the historic nature of the site and reflecting its contemporary international role. The revised naming of some elements ('Cubitt Park', etc) is welcomed and it is hoped Camden will pursue this foster a unique local civic identity as quickly as possible. (Amended)**

## **ECONOMIC DEVELOPMENT**

The physical connections to KXC are the precursor to the successful overall integration of the proposed development. It is, however, the social and economic links to the new urban quarter that will ultimately unite KXC with surrounding communities.

The high level of connectivity and the areas continental connections via Eurostar will provide a unique selling proposition (USP) that will make Kings Cross very attractive to larger scale businesses. This is evident in the form and massing of the building proposed south of the canal. The development must however provide a wide range of commercial and employment uses that not only capitalise on this connectivity, but also support training and job brokerage programmes for local communities, many of which score highly on the national deprivation indices.

The wholesale relocation of large 'blue chip' organisations and businesses – in isolation - will do little to promote social integration or job creation. However, increased local employment will naturally have a positive impact on businesses both inside and adjacent to the development due to the increased propensity for those with moderate incomes to spend the majority of it locally, thus generating a multiplier effect.

**Section 106 agreements must explicitly address the use of local and regional businesses during construction *and* in the operation of the completed development where reasonably possible. The use of local and, given the scale of development, regional labour and skills during construction should be secured through a multi-agency approach to training and employer links. The programme should build on the *Tracks to Employment & King's Cross Works* programmes already in place. (Amended)**

**As the new Arsenal Stadium illustrates local supply and procurement should be utilised to help retain capital investment in the area and aid local economic development. (New)**

## **EMPLOYMENT & TRAINING**

Islington welcomes the applicants' aspirations to provide a rich and varied employment base across a broad spectrum of employment sectors. A diversified tenant / market will maximise employment opportunities in the face of uncertain and sometimes volatile economic conditions.

Islington would expect the following to be secured via condition or S106 head of terms clear training commitments including those listed below:



## **Construction**

- A construction work programme including utilising Tracks to Employment and other established networks and programmes
- A regional training programme with a local Employment and Training Code/Compact. Any Jobs/Work placement should be for a minimum 13 weeks to be counted in any audit. This could be composed of several shorter courses/placements if virtually continuous in nature.
- A new and improved / bigger training facility. The CTRL training centre “KX Works” is already too small.
- Training efforts to be highly focussed in the neighbouring area, with the area usually identified by postcodes to allow appropriate monitoring of the targeted training and employment initiatives.
- A Service Level Agreement as the preferred option in establishing Islington Council’s operational relationship with LBC and Argent which would provide a clear framework with regard to allocation of any S106 funds for training etc.
- Focussed targeting where sub-contractors need to employ additional labour, to be tied in where possible via tender contracts/agreement/funding/outreach officer; and applied across all companies working on the site.
- Funding towards a “Construction workplace co-ordinator” should be included in any S106. The post should be provided for the lifetime of the programme.

## **Operational**

- Operational requirements are difficult to assess at this time, officers suggest this is likely to include advertising posts and local events to promote opportunity.
- Argent should investigate the concept of a local point of contact off site to target local people and provide a public face to the scheme in its early years. Such a facility would allow companies to advertise new jobs first and also be a resource where residents could find information on the progress of the development and forthcoming opportunities.

**Islington Council would expect to be party to a detailed Training and Employment package, the details of which are to be agreed with Camden Council and Argent. (NEW)**

## **RETAIL**

It is recognised that a reasonably large retail element is needed to create an effective mix of uses at ground floor level particularly on a development of this scale.

**The proposed upper limit cap of 45,925sqm of proposed retail space in any development scenario is acceptable. The figure is in fact relatively modest for the overall quantum of development. (Amended)**

**Islington would expect a reasonable distribution of retail space in new ‘neighbourhoods’ to create sustainable communities. The overall floorspace distribution (assuming 100% take up of available space) between north and south of the canal is useful. Islington is satisfied with the retail proposals. (New)**

**Retail units particularly on York Way and pedestrian routes should always seek to have an active frontage, external roller shutters are not acceptable and advertising particularly illuminated should be designed to create a coherent but dynamic street scene. (Amended)**

**Islington Council would like to see an ‘Adopt-a-Shop’<sup>©</sup> approach explored – Namely that Argent establish a temporary base on the Caledonian Road by purchasing or securing on a long lease on one or two vacant properties. One could act as a KXC ‘job shop’ (see employment & training above). Such a facility would allow companies on site to advertise new jobs first and also be a resource where visitors could find out more about business premises and opportunities as the**

scheme is built out. The other units would again be purchased or held on a long lease by argent / or KXC management company and let at below market rents. (NEW)

The units would be marginally cross subsidised, possibly by the major retailers south of the Canal and help provide business space for fledgling or unusual retailers which would add to the areas retail offer and boost the attractiveness of Caledonian Road, making its proximity to KXC an asset for the developer. (NEW)

With significant numbers of students residing along the Cally there is the potential for a more bohemian market to develop. The proposed 650 student units proposed in the scheme in addition to the approx 800 being developed at 200 Pentonville Road will further boost this potential market. With many being visiting overseas students with significant disposable incomes and a high propensity to spend, it is important that such measures are taken to avoid a dramatic juxtaposition in the appearance of Caledonian Road and the retail areas of the proposed KXC.

Islington would like to work with Argent to seek support from the LDA and others to develop the Adopt-a-Shop concept and see it piloted on the Caledonian Road. (NEW)

Islington is confident the retail provision and future management of the business estate element will be beneficial to the area. (NEW)

## TOURISM & LEISURE

All previous Olympic cities have seen visitor numbers dramatically increase even prior to the games as the anticipation, build up and publicity highlight the Host City. Therefore high quality temporary landscaping, creative lighting and hoardings must be developed and implemented particularly post the Beijing Games handover in July 2008 when London officially becomes the host city and is allowed to start advertising itself as host city 2012. (NEW)



The southern area of the site between the stations, is likely to transport the majority of guests and some members of the 'Olympic Family' to and from the Olympic Park in Stratford via the Javelin service. This service will terminate close to both the International Press Centre (IPC) and International Broadcast Centres (IBC).

It is likely many broadcasts will be made in the area during both games which will be covered by global news and TV crews during, in the months leading up to and including the Paralympics and Olympic Games in July and September 2012. There is the opportunity in 2012 to present a contemporary, attractive and safe Kings Cross that will remove the outdated and ill-informed image of Kings Cross that still persists.

Islington urges Camden and the Mayor of London to secure a dedicated 'Olympic phase' south of the canal to ensure the best possible build out and appearance of the area during the games. (Amended)

The current temporary hoarding for the LUL & CTRL works along with the temporary highway provisions are an example of how not to approach medium term management of such important area. A step change in management of design quality, hoarding, way finding and general cleanliness is needed. Islington Council strongly urge there is a coherent and attractive hoarding strategy. The games will take place potentially during construction of KXC, there is no need nor excuse for the area to appear unattractive. (NEW)

More immediately, the opening of the completed CTRL link in 2007 will reduce travel times to the continent and create a port of entry to the UK connected to the majority of the tube network and the national rail network to the north and south east of the UK. This shift of international rail operations from Waterloo will provide a localised boost for leisure, tourism and festival shopping. In addition complementary uses such as food & drink, hotel and entertainment/cultural/creative uses are more likely to thrive as the profile of people using the area changes to reflect its additional new role. (Amended)

Islington hopes that again hoarding and temporary landscaping can be drastically improved and that Argent participate in the development of the design study for the area around the two railway stations. (NEW)

The area is already a popular leisure and entertainment destination and the release of the land means further uses can be successfully accommodated. Islington Council wishes to see the maximum range of hotel accommodation types provided for the various tourists markets. Hotel use would add variety to upper floor uses in the office-dominated area south of the canal and is to be encouraged. (Amended)

#### **DELETED**

Sports & leisure facilities are an essential part of a successful mixed-use community. The range, location and outline design in the revised scheme is impressive, it is essential these commitments be followed through by legal agreement. This revision is strongly welcomed by Islington. (Amended)

A key administrative issue is that facilities constructed in Kings Cross Central could be more expensive for Islington residents to use (because by definition they are not Camden residents). Equal access to facilities for residents within the regeneration project area should be secured via legal agreement. (Amended)

### **3 URBAN DESIGN & CONNECTIVITY**

#### **CONTEXT**

KXC is partially located within the Central Activities Zone, this means the area is tasked with accommodating the wide range of uses associated with a World City, whilst recognising the local needs and uses that must also be accommodated in order to create a truly mixed use and sustainable development. It is the transition between the new development and the adjoining established neighbourhoods, the majority of which are in Islington, that will have a considerable influence upon how the scheme is perceived and how successful it is in ensuring effective social and physical integration with the neighbouring community.



**Islington Council acknowledge that any such framework or masterplan has to balance any inherent flexibility (needed to accommodate the needs of the CAZ/ world city) and long build out time, with the extent to which the scheme can be defined in sufficient detail to create a reasonable understanding of how the eventual completed development is likely to look and function.**

## **MASTERPLAN & DEVELOPMENT FRAMEWORK CONCEPT**

At the outline stage of any major development it is the urban design work and overall masterplan that will determine the extent to which a development of appropriate scale and functionality can be achieved. The masterplan also establishes the internal arrangements of streets, routes and open spaces that form the foundation for the detailed design and development.

Given the complexity of the site and the likely long development period, a masterplan led approach is clearly necessary. A robust framework within which a detailed mixed-use scheme can evolve is to be supported in principle.



**The original masterplan was submitted with serious shortcomings, the plans appeared to take the potential occupiers as the starting point for the design of the masterplan rather than the existing heritage, local connections and the overall capability of the site to contribute to the existing urban fabric of London. Whilst some of the presumptions that created the basic masterplan have not been revisited, the amended masterplan does show considerable improvements and the studies behind these are of a very high quality and provide a good indication of how the actual scheme would ‘look and feel’. These changes are to be commended.**  
**(NEW)**

**DELETED**

## **Urban Design Guidelines and Development Zone Proposals**

**Islington Council welcomes the detailed analysis of the urban design parameters and the design guidelines that have been devised to try and balance flexibility and define a range of development options. Islington anticipates these will be locked into the planning application via condition. (NEW)**

The applicants have responded to criticism that the original development specification and parameter plans had too much flexibility, key elements in particularly, civic and leisure uses, play areas. Flexibility in the scale and massing has also been refined with reductions in the maximum height permitted in several zones. However it is noted that the overall percentage of development zones that can built to the existing limits has been increased to help compensate.

**DELETED** - *Dealt with later in report.*

**The entire package of proposals could represent an overall positive contribution to the area, however when assessing solely the information submitted that forms the planning applications, there is not sufficient commitment to phasing, wider regeneration, and community integration it understood that elements of these will naturally be dealt with by condition and legal agreement. (Amended)**

## **URBAN INTEGRATION – ADJOINING THE SITE**

### **York Way**



**The need for seamless incorporation of the development into its surroundings is identified in the Joint Planning Brief. Given the constraint of the railway infrastructure, Kings Cross Central would essentially face Islington with the 'soft boundary' along York Way. Presently a busy arterial route, special attention needs to be paid to York Way to create an attractive, truly mixed use street. The applicant's aspirations for the introduction of a 'proper street' and active frontages onto York Way are welcomed.**

**(Amended)**



The treatment of York Way and facilities located along or close to it, will play a large part in determining the extent to which the less tangible social, economic and civic benefits are shared with the surrounding area. York Way is crucial in providing a coherent physical link with the surrounding neighbourhoods.



Where possible a minimum 5m footway on both sides of York Way and 14m carriageway should be created to allow for wide pavements, high quality cycle and bus/tram provision and substantial tree planting.

To achieve these and other aims, a public realm strategy should be developed to guide positive change and improvement to the street environment in this area. This strategy should be produced through a partnership between Camden and Islington Councils and Argent.(Amended)

Common public utility ducting should be implemented to avoid disruption. This should be provided where streetscape works are undertaken. Priority streets would be Copenhagen Street and York Way.

The development should also meet the aspirations and work to facilitate the following projects identified in the Neighbourhood Action Plans.

#### ***NAP 1 – King’s Cross Creative Industries Quarter***

- *York Way - Environment - Creative lighting of key buildings within Regents Quarter & Kings Cross Station east elevation. Other physical/ environmental improvements. Increased tree planting where possible.*
- *York Way - Gyratory system - Re-introduction of two way working, cycle routes created and improve design and increase pedestrian phase of crossing at Pentonville Road.*

#### ***NAP9 King’s Cross Gateways & Corridors – York Way***

- *Any redevelopment of the King’s Cross Opportunity Area and sites along York Way must be taken as an opportunity to support an integrated network of high quality, safer and clearer routes into surrounding areas that will encourage cross borough movement, encourage pedestrian movement along the street and improve its general appearance*
- *Any differences between the two sides of York Way could be softened with a common treatment of York Way itself, including trees on both sides (to produce an avenue), common street furniture, signage and other elements on the east and west sides. This common treatment should be extended up east - west routes such as Copenhagen Street in order to tie new development in with the existing urban fabric.*
- *To support York Way’s function as both an important route for traffic and an urban street supporting pedestrian use, any development to the west should facilitate a total width of 24 metres.*

The creation of York Square and redefinition of North Square through changes to the parameter plans is strongly supported these will provide respite areas and create pedestrian focused gateways lining new and existing communities. (NEW)

The revised landscaping proposals already form a good basis for a strategy for York Way as identified in the Joint Planning & Development Brief and adopted NAP 9. Given the scale of the development, Islington Council feels it is essential this strategy is undertaken to ensure that an attractive street scene could be satisfactorily accommodated and implemented along the entire length of York Way. (NEW)

## Copenhagen Street



The proposed continuation of Copenhagen Street into Kings Cross Central as 'Goods Street' and continuing onto Market Square and Canal Street is supported.

A robust east-west link is a key proposal within the Development Brief. For the proposed Goods Street alignment to be

acceptable, Copenhagen Street needs to be designed and managed effectively. The existing Copenhagen Street will need to be significantly enhanced to create an attractive and safe route from KXC and onto Caledonian Road. This should form the basis for a mix of civic, social and community uses that tie the new and existing neighbourhoods together. The route follows a natural desire line.

**Copenhagen Street and Goods Street must be treated as a single entity and designed to a very high standard with traffic control measures to slow traffic to the extent that there is no time advantage trying to cut through the area, thereby removing the possibility of 'rat running'. The detailed proposals should also make walking and cycling easier and safer and are to be supported if secured by legal agreement. (Amended)**

Copenhagen Street in its present configurations is not appropriate for use regularly by buses. Islington would expect in addition to public consultation on detailed design proposals, a significant financial contribution toward the majority capital cost of improvement works including, a full pedestrian phase 'Puffin' type crossing at York Way. (Amended)

Speed controls and monitoring with physical interventions and cameras should also be funded. Cycle lanes, lighting, tree planting, seating and pavement extensions would also be likely components of any acceptable proposals. Islington Council has put together a package of measures that should be agreed with Argent for Copenhagen Street amongst others and will expect these to be part of any legal agreement. (NEW)

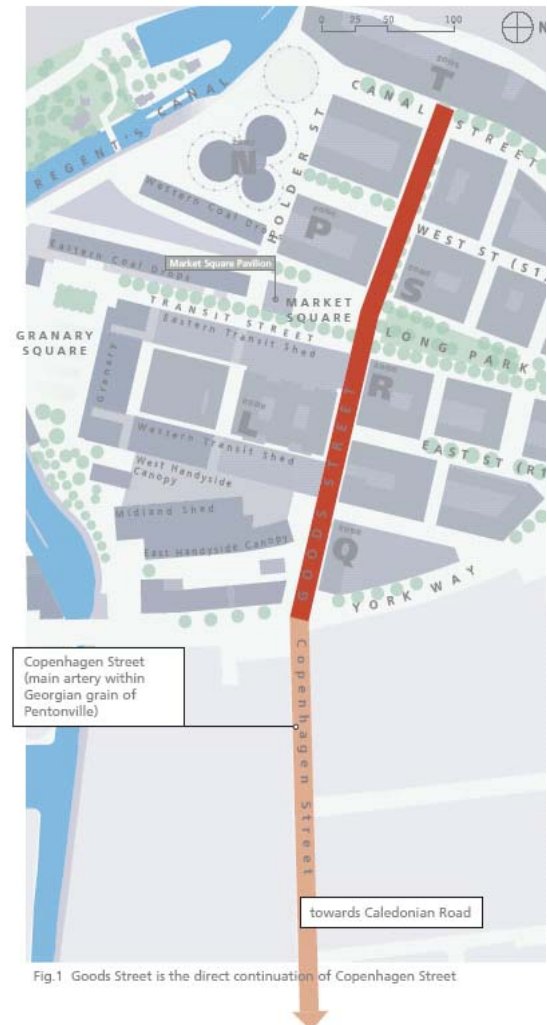


Fig.1 Goods Street is the direct continuation of Copenhagen Street

### NAP 3 Regent's Canal North

- Public space on York Way/ Copenhagen Street (in front of shops). Review the arrangement of this space and how it relates to York Way, Copenhagen Street and a possible link to King's Cross Central site. It has the potential of becoming part of a larger street treatment including both sides of York Way, potentially a larger piazza (with large pedestrian crossings) stretching across the street.
- Copenhagen Street. Secure improvements to the general streetscape and improve crossing facilities.

### NAP4 Barnsbury

- Develop a cycle route along Copenhagen Street.

## Bingfield Street & Rufford Street



In addition to Copenhagen Street having the potential to be a social and civic focus – linking old and new neighbourhoods - Bingfield Street and Rufford St provide the northern part of the site with another opportunity to anchor the development into the local urban grain and provide a pedestrian and cycle route through to Caledonian Road and beyond.

The proposed reinstatement of Bingfield Street for pedestrian and cycle use will be safeguarded by Islington Council in any proposals for adjacent sites. Islington Council welcomes the creation of York Square and the way it is designed to respond to York Road Station. Although the reopening of the station is not likely to happen in the short to medium term, by responding to the potential reuse means the development would be well placed to benefit were this to happen. The purpose of the square must be carefully considered ideally with some form of complementary to the adjacent sport hall. A small café or bar would help animate the space. (NEW)

### DELETED

The revisions to Development Zones R & Q - create the potential for the streets and home zones that relate more positively with Bingfield Street/York Road Underground Station. These changes recognise the potential for even better linkages in this area in the future. The use of ground floor level arcades and other architectural features would assist in this endeavour. (NEW)

The potential level of deviation for home zone/route “R2” should be reduced to a maximum of 10m west from the present route indicated in KXC 007. The LOD for R3 similarly should be restricted to 15m west. These steps would ensure a reasonably direct east west route across the site. The present levels of deviation (LOD) for all the routes are generous, Islington Council would expressly request this amendment be added as a condition to any planning approval. Were a particular development footprint necessary when this zone is built out, the applicant could always seek approval for a variation of the condition. Until such time a more defined east west route should be asserted. (NEW)

## York Road Underground Station



Islington Council and TfL have commissioned a feasibility study into the reopening of York Way (Road) LUL Underground Station. The findings indicate that potential passenger demand would be of a similar level to that of Finsbury Park Station. However given the unprecedented levels of investment and calls on funding, particularly in light of the successful Olympic bid, it is unlikely the project could be regarded as a priority on a London wide basis. Officers accept that the reopening of the station, although potentially viable, is now a long-term project. Islington Council hopes that

Argent will in principal support opening of the station

Should the station eventually re-open, this would help provide a counter weight to the massive pull generated by the King's Cross transport hub. Public transport accessibility and footfall levels in the vicinity would be greatly improved and an additional tube station would go some way towards easing capacity at the congested King's Cross Station.

The reopening of York Way underground station is to be safeguarded by Islington Council and development on sites surrounding it will be expected to pay due regard to this, as long as reopening is deemed to be a reasonable possibility. (Amended)

Islington Council is encouraged by the changes that have been made to the development proposals to incorporate better linkages and a new open space to reflect the station opposite. Islington Council strongly supports this element. (NEW)

### **NAP 5 Bingfield New Quarter**

- *Triangle - Secure a public facility, such as a leisure centre, that will act as a draw to the site. Seek a youth/community facility here, or nearby, to service the existing and new community. Ensure mixed-use development of the site that ensures both daytime and evening use of the Street.*
- *Create a more pleasant walking environment on York Way by having active shop frontages and other uses that draw in pedestrians throughout the days and evenings and weekends.*
- *Secure development at a scale that does not overshadow, or cause a canyon effect along York Way and does not adversely affect properties to the east of the site.*
- *Explore changes to the footprint of Crumbles Castle and boundaries to facilitate a new open space abutting Bingfield Street.*
- *Secure the opening of Bingfield Street to create a visual pedestrian/cycle route.*
- *Open up a walking link between York Way and Outram Place via the north side of 5-12 Outram Place.*

### **NAP 8 Vale Royal**

- *Secure traffic calming measures on York Way between Brewery Road and the North London Line.*

## **URBAN INTEGRATION – WITHIN THE SITE**

### **Routes, permeability and legibility**

Given the scale of the development, Islington Council could not support the majority of the streets and squares being retained in private control. The effective privatisation of space of such a large part of central London would do little to further connectivity and foster a seamless extension to the existing urban fabric.



**Islington Council is therefore pleased that the developer has agreed that the key highways will be dedicated/adopted as public highway. The Council is further encouraged that the concept and detailed design of the Home Zones has been expanded and developed further. The quality of the proposals even at outline stage are well advanced and of a high quality. (NEW)**



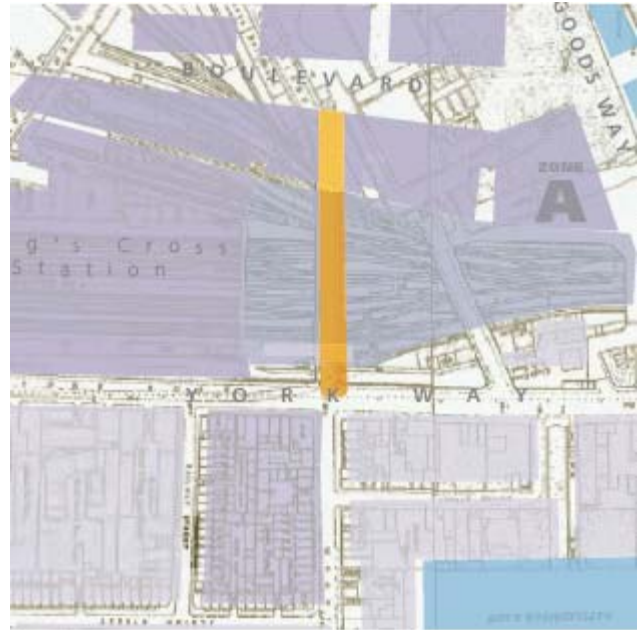
## ***South of Regents Canal***



In order to maximise footfall and movement through the site, a legible and obvious north-south

route is critical. Ideally an iconic new building or a clear view of part of the Granary building is necessary to visually 'hook' visitors and encourage people to venture north.

**It is important the new building on Goods Way and the northern end of the Boulevard must be of exceptional quality as this will close the long vista from Station Square. (NEW) Islington is confident both Camden and Argent will aspire to this at the reserved matters stage. (Amended)**



**Islington Council does not think that an organic arrangement to the trees in Station Square, a busy pedestrian area is a sensible proposal. With taxis, cars, buses and potentially trams in this area a more formal planting arrangement - directing people across the space - is preferable. A 'random' planting approach is likely to interfere with the complex pedestrian movements and create additional obstacles. (NEW)**

Key features like the reinstated triplet gasholder guide frames and the Granary complex should be easy to locate and help avoid the need for directional signage, which adds to street clutter.

East - West routes south of the Regents Canal generally seem sufficient given the constrained nature of the site bounded by the flank walls of King's Cross and St Pancras on either side. Islington welcomes the proposals for environmental improvements to the St Pancras Station / Goods Way underpass.

### ***Wharfdale Road Footbridge***

To ensure maximum permeability, the ability to accommodate a pedestrian bridge across the tracks to the rear of Kings Cross Station (terminating opposite Wharfdale Road on the west side of York Way) was agreed by Islington & Camden Councils and with the applicants. Provision for a potential footbridge has been made within the overall development specification.

If constructed such a bridge is likely to assist commercial premises at the southern end of York Way in benefiting from higher pedestrian flows. It would also provide a natural continuation of the walking route along Wharfdale Road and into the site and vice versa, helping to integrate KXC with the Regents Quarter, Caledonian Road and the surrounding area.

**Safeguarding space in Development Zone A to enable construction of a footbridge as indicated in the Urban Design Guidelines is expected to become a commitment through any S106 agreement. The precise space identified at this stage should not be fixed given the engineering and space requirements of any possible bridge have yet to be assessed. (Amended)**



Consideration should also be given to the proposal that the bridge leads to an arcade at upper floors then continues down through the building to the Boulevard. Clearly work needs to be undertaken to explore the feasibility of a bridge and any space requirements. Islington Council recommend any S106 should include a reasonable contribution to part fund this work. Argent would not be expected to wholly fund the bridge. (Amended)

Network Rail should decide whether the footbridge will be supported and funds allocated at the earliest opportunity. If this is not likely to happen the footbridge concept should be deleted to remove any uncertainty and allow Argent to move forward on detailed design of Development Zone A, unhindered. (NEW)

### *North of Regents Canal*

#### **DELETED**

Islington Council requires at least one naturally permeable and legible route from east to west, starting close to Bingfield Street and continuing across to the gasholders and beyond. Islington Council is delighted that the new York Square the development of R2 into a Home-zone and the general refinement of the proposals will assist in creating much more intuitive east-west route. The route offers interest and helps reduce traffic speed. Islington Council reiterate however that Argent should utilise architectural treatment, arcades/loggia etc, so that a more direct east west route would be legible. Subject to the LOD being reduced the new layout of Development Zone R is generally acceptable. (NEW)



The proposed Bridge over the Canal and through Camley Street Natural Park is supported in principal as this would dramatically improve east west connectivity, a key aspiration of the joint planning brief. Support is subject to detailed design and localised impact studies.

A high level bridge structure with minimal footprint within the park would be supported if it had a benign effect upon the eco-system of the park and Canal. The proposal could be conditional upon closing the route in the evenings.

An iconic bridge could create a new eastern pedestrian route gateway to Kings Cross Central whilst an elevated walkway could potentially afford improved physical access and be an educational asset without adversely affecting wildlife. Lighting of the Bridge would have to be designed so as not to affect local fauna adversely. (Amended)

## MASSING & FORM OF DEVELOPMENT

### *South of the Canal*

This was the weakest element of the original submission and Islington Council still has significant concerns over the massing and form. It is not necessarily their height but the similarity in the way massing and near uniform height creates a dominant impact upon the street scene. At present this element cannot be supported. There needs to be better massing of the structures to reduce the unrelenting roofline, which clearly is dictated solely by the strategic view corridors. (Amended)

Irrespective of the architectural treatment employed to wrap the building, the wholly commercial imperative for their design is likely to always show through, as it does here at 'outline' stage. (NEW)

### *Pancras Square*



Despite clear requests from Islington Council (as part of our earlier observations report), for some architectural finesse and reduced bulk, particularly in the upper floors, this does not appear to have been pursued. The current scenario for development south of the canal, is of an unrelenting collection of ground scrapers shoehorned just below the height threshold of the two strategic viewing corridors that transect the site. (Amended)

The height of buildings fronting onto the Canal, although not necessarily excessive, because of their similarity including height, bulk and massing, creates a monotonous roofscape. With no substantial setbacks, roof treatments, corner treatments or obvious articulation of footprint nor proposed elevation, the buildings appear bulky. Islington Council object to the present outline consent being granted without additional design parameters being agreed by condition or legal agreement to improve these buildings/development zones. (NEW)

The form of the development in this area (with very limited setbacks) will prolong overshadowing of adjacent streets and spaces as indicated in the revised Environmental Statement – Day lighting studies. (NEW)

### DELETED

The bulk and massing of the 'Bookend' building in particular remains excessive and it is likely this block could be visually subdivided to create additional interest along Pancras Road and Goods Way. The lack of any evidence to celebrate the corner is unfortunate as this the first building seen by those entering the site from Camden along Good's Way. It is also the key

**building that will be seen from Eurostar trains pulling into St Pancras International. The current design parameters could produce an 'anytown' building with no individuality and certainly not one worthy of such a prestigious location. (NEW)**

Side streets off Pancras Square particularly Park Street and Bridge Street could, without revision of the current proposals, become unwelcoming and therefore under used side streets, hemmed in by large office buildings that do not generate a sufficient level of pedestrian flow in the evenings and weekends.

**This lack of uses on upper floors in Zone B would do little to add to the vitality of this area.**

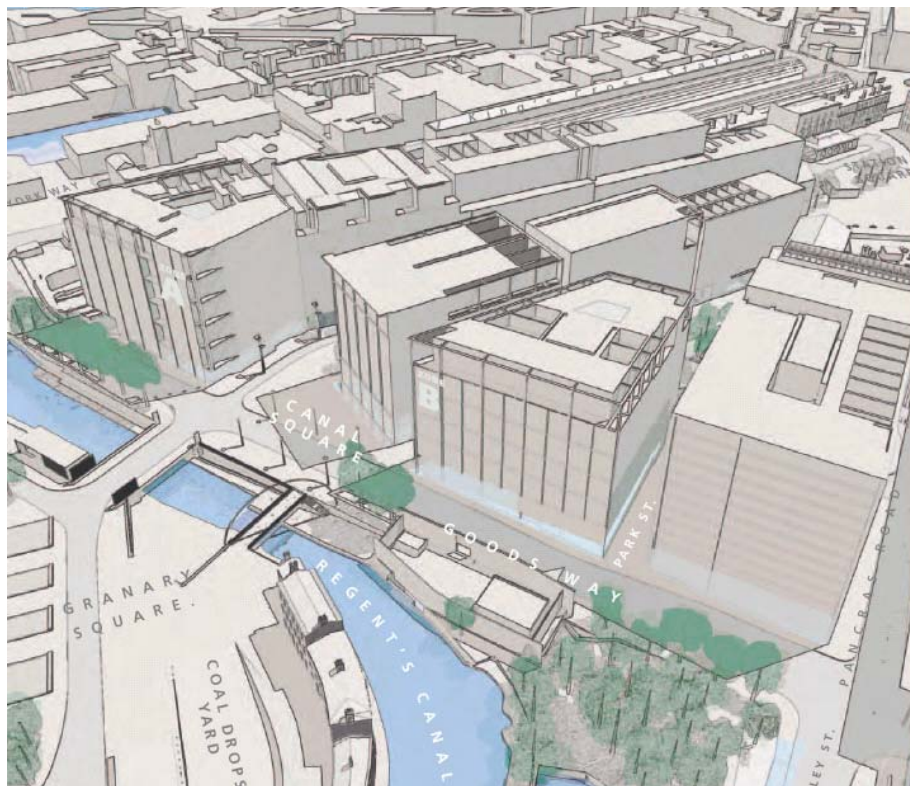
**Islington Council does not yet feel the buildings fronting both the Regents Canal and also enclosing Pancras Square would provide sufficient overall mix of uses and sustained activity both day, night and at weekends in particular to ensure a busy and therefore safer street environment. This could create an opportunity (no matter how well it is managed) for the anti-social activity once prevalent in Kings Cross to return – which is likely to have a knock on impact on crime in Islington. (Amended)**

### ***Boulevard and Goods Way***



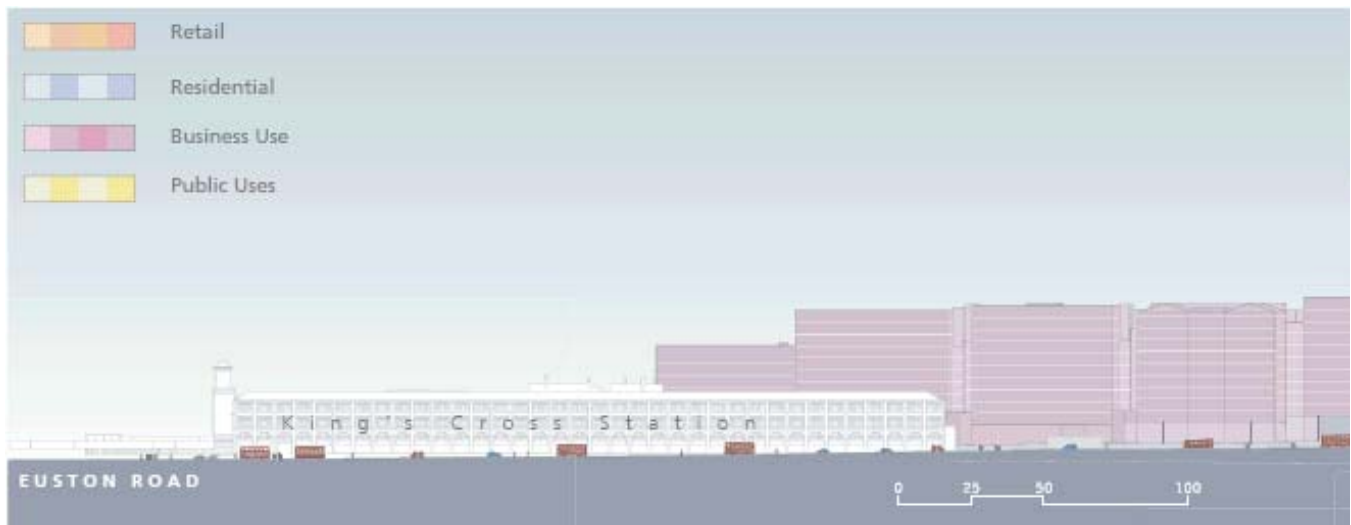
All the buildings fronting the south side of the Regents Canal (Zone B) (see above) and those on the Boulevard which present their unrelenting flat elevations to York Way (Zone A) (see below), express little finesse and seem designed to maximise floorspace. It is appreciated that this is an outline application and the development zones and buildings that may follow would refine the proposals. However, the Urban Design guidelines need to be conditioned to ensure bulk is reduced and the massing creates a more interesting appearance. The roofline when viewed from along York Way into the site would be unrelentingly similar.

**It is unlikely that future architectural treatment or detailed design of these outline proposals would be able to produce a form of massing and final building that would be acceptable to Islington Council. Views from York Way into the site need to be better considered, particularly south of the canal where a 'wall of development' would create an imposing and discordant feature in the wider street scene and local urban fabric generally. Significantly increased variety of building heights, a break up of the obvious bulk and some interest in the massing need to be achieved (Amended)**

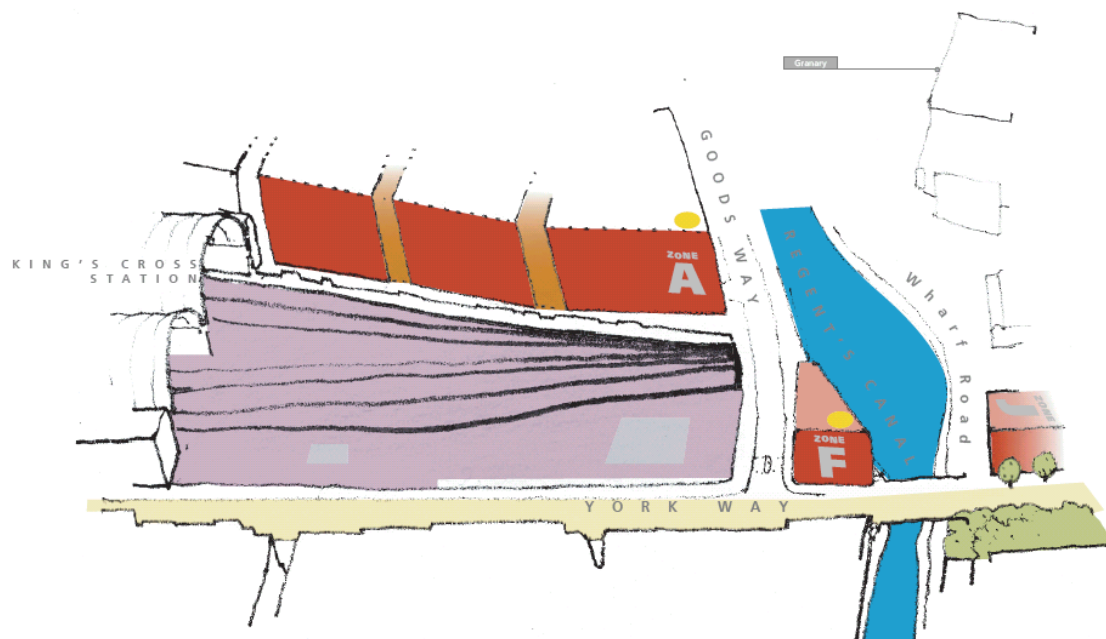




The present proposals are not acceptable. There is a clear need for variety in height, form and massing. In particular, the height of the buildings fronting Regents Canal (Zone B) and those fronting York Way (Zone A), similarly the development blocks should also be subdivided, by condition if necessary, so that no single building could be developed to cover an entire block.



There should be emphasis on strong articulation to create vertical rhythm to the facades that would give the illusion of additional individual buildings along these frontages. This would add interest to the street scene and provide a more appropriate urban grain. (Amended)

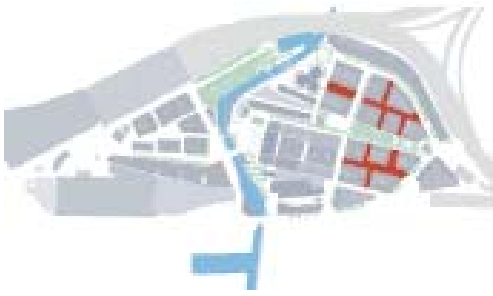


Islington Council rejects the Urban Design Guidelines assumption that there should be no set backs on the east side of development Zone A (fronting York Way) similarly Islington Council does not agree with the assertion that setbacks are not required for any of the buildings along Goods Way. Setbacks could create the opportunity for roof decks/terraces at upper levels and could significantly improve the roofscape and provide interest to the facades. (Amended)

DELETED

## MASSING & FORM OF DEVELOPMENT

### *North of the Canal*



Generally the proposals north of the Canal have sufficient variety to provide a mixed use townscape.

#### **DELETED**

**The introduction of student housing to Zone F along Canal Street is welcomed and strongly supported in increasing activity and more scope for a range of commercial premises at ground floor level. (Amended)**

Islington Council is generally happy with the scale massing and development zones north of the canal. Concern remains over the height of the proposed building sub-plots in Zone R (east of route R1). Whilst the new York Square is welcomed the removal of building from this site mean the adjacent sub plot R would appear even taller, juxtaposed against the open square. This juxtaposition is already seen at North Square but a repetition further along York Way makes the two spaces too similar. The availability of sunlight is likely to be limited and long views along York Way both north and south need provide a coherent looking street scene and built form. As identified in the planning brief a canyon effect must be avoided. The treatment of upper floors and potential setback are still seen as essential in this regard. (NEW)

## PARKING AND SERVICING

Generally the provision of on-street car parking and servicing arrangements - as detailed in the landscaping proposals - are of high quality and are appropriate. The on street parking along Canal Street and other streets could add general activity and boost passive surveillance.

Islington Council welcomes the reduction in capacity of the multi-storey car park (MSCP) located at the end of Canal Street. The applicants assert that a centralised car park removes the temptation of car use for short journeys. This may be the case, however given the exceptional levels of public transport the applicants should seek to minimise car parking irrespective of its format (i.e. MSCP) or location.

The applicants state the multi-storey car park would be wrapped with housing accommodation to improve the visual appearance of the building. This is welcomed. The entrance and egress for vehicles to the building also needs to be considered in detail particularly given the proposed proximity of the Children's centre and home zone.

**Islington Council suggests that the highest quality design solutions will be needed to protect the views of the listed Gasholders with the car park as a backdrop, albeit masked by single aspect accommodation. Islington Council is concerned that the views of the listed gas-holders would be undermined particularly when viewed by passengers arriving by Eurostar Trains who would be able to view the "back side" of the car park. (NEW)**

## OPEN SPACE

Any open spaces must be accessible, flexible and provide for the widest possible range of uses and visitors. Equally the introduction of new residents into the area can reasonably be expected to place additional pressures on existing open spaces in Islington (the second most densely populated borough in London).

The revisions have introduced several new open spaces and all of the original spaces have been amended for the better. A brief appraisal of the proposed open space is provided from south to north, starting between the stations.



### **Station Square**



Islington Council is contributing through S106 funds to the proposed international design competition in association with the Mayor of London and project champion Camden Council. Government approval of construction of the Western Concourse Extension (WCE), should now allow such a competition to be held and secure a new open space of World City status. This area is the second gateway to London after Heathrow and should reflect this status. (Amended)

Public transport should not be over-concentrated in this area and taxi drop off, buses and trams should not dominate this already congested space but serve the periphery. The tram terminus in the square could undermine the ability to secure a world class space. (NEW).

Until a design is developed through the international competition Islington Council would primarily seek a space that has active edges, clear defines routes between all stations and the boulevard and the minimising of vehicles in the space, in particular standing taxi cabs which. (NEW)

Islington Council suggest that CABEs<sup>space</sup> be invited to assist in appraising details of all the proposed open spaces and should be invited to project sponsor any design competition.

### **Pancras Square**



The robust industrial context of the site and high footfall levels mean opportunities for soft landscaping south of the canal are limited. The dynamic water feature, revised highway layout and alterations to the through routes are all welcomed. (NEW)

The square is likely to be of very high quality and will be popular with local office workers and shoppers. It is difficult to assess to what extent the bars and cafes envisaged in this space will be utilised particularly outside office hours and in particular at weekends. Many bars, cafes and shops in the City simply do not open at weekends as there is insufficient footfall/passing trade. Hopefully given the throughput of the two railway stations this scenario will be avoided.



### **Canal Square & Goods Way**



The area immediately south of the canal, including Goods Way and 'Canal Square' could be an imaginative east west link in line with the planning brief. Unlike the extensive work undertaken on the Boulevard (see Streets section above) this area seems unresolved and footways appear relatively narrow.

**The building line of development zone should be moved south to allow for wider footway commensurate with the only through street between Camden & Islington in the whole development. The lack of trees along here (and along Pancras Road is disappointing) particularly as these are the zones where very large buildings are proposed and as such trees would assist in breaking the monotony of the proposed facades. (NEW)**

The potential use of arcades here appears to be the result of limited pavement widths making the buildings appear to sit closer to the edge of the canal.

### **Granary Square**

Proposals for the Granary are welcomed as a multi-use facility subject to detailed design and landscaping.

Transport routes should be designed to maximise the flexibility of the square. The circuitous black top road breaks up the scale of the square and limits flexibility of use due to a change in levels. This is disappointing although it is noted that 'at grade' routes through this part of the site could lead to a profusion of bollards or other vehicle barriers.

**The redesign of the**



**pavilions and amphitheatre type access down to the towpath is welcomed. Overall Islington Council strongly supports the proposals for Granary Square. (NEW)**

### **Cornice**

**The revised proposals include a cornice creating an informal promenade area along the north side of the canal. The removal of the access road and replacement with a pedestrian route is strongly supported by Islington Council. (NEW)**

### **Handyside Park**

The revised scheme provides for the creation of Handyside Park set back but running parallel with York Way. Incorporating three distinct but linked areas, a Locally Equipped Area for Play (LEAP) and a Local Area for Play, as well as an accessible/sensory garden /play area primarily designed for those with disabilities. These proposals are strongly supported and welcomed. The Cornice links these areas with Granary Square and along to Flux Park or Market Square, creating an unprecedented range and quality of open/play spaces separated by only one relatively minor road. The developers are to be commended for the inclusion of these facilities and the way the spaces relate and connect. (NEW)

### **Market Square**

The proposals here need to be carefully handled so that the Square is a civic and social space and links well with the route from Copenhagen Street and Goods Street. This space should be designed so that it forms the social heart of the new community.

DELETED



The redesign of the space to incorporate more soft landscaping namely lawn area is acceptable in principal, however the likely pedestrian flows across this space could result in the lawn/grassed area, becoming degraded and worn. This is a minor matter that can be resolved in due course.

**Islington Council welcomes the removal of the pavilion that along with further amendments to Development Zone P would create greater visibility for the Gas Holder triplet from Market Square. (NEW)**

### **Flux Park (Gas Holder number 8)**

**The use of the Gas Holder Guide Frame for a multi-use play/performance space and observation deck adjacent to the primary school and linked by home zones is welcomed and supported. (NEW)**

The reuse of the gasholders and the potential outdoor space surrounding them is welcomed subject to further improvement to the design of the proposed housing and how it addresses the guide frames.

### **Coal Drops Yard**

This area has the potential to be a dynamic, attractive and exciting space and become a unique people attractor in its' own right.

**Development Zone P could be amended to pull back from the south east corner to create a narrow view of the Gas Holders this will allow the Granary, Coal Drops and the full height of the Gas Holders to be seen simultaneously from Market Square and the Southern end of Cubitt Park. This will create an exciting and dynamic contextual sequence. (Amended)**

**Views through parts of the gas-holders should be secured as the structures in silhouette from an intrinsic part of their character.**

DELETED

### **Cubitt Park (Formerly Long Park)**



Cubitt Park has been amended to make it a wider shorter park and therefore more flexible in its usage. There is still some concern over the micro-climate particularly from shading of the northern end of the park, this however is ultimately is matter for Camden to resolve.

DELETED (Image outdated)

**The creation of home zones on either side of the park leading toward it are welcomed and will encourage local residents to take ownership of the space and blur the link between street and park. Crossing points should be introduced at these junctions to create safe route to the park. The reconfigured and renamed Cubitt Park is an improvement. The introduction of development at the end of the park is a bold move and is very successful, providing a visual stop allowing the remainder of the space to be widened and the net park area increased. (NEW)**

**Islington Council notes and welcomes the additional five new open spaces introduced in the revisions to the scheme. This resolves the concerns expressed in the original report. (NEW)**

DELETED (2)

### **York Square**

This is a new space created on York Way in Development Zone Q (just south and opposite of the former LUL station). The square acts as a complementary outdoor space to the new sport and leisure facility. It is important the square is anchored to say a café in the sports centre to provide a clear purpose for the space. There is concern that the height of the adjacent buildings in Development Zone R could overpower and overshadow the space to an extent that it becomes under utilised and unloved locally. **The proposals for York Square are welcomed in principle. (NEW)**

### **North Square**

The extension of development zone S into the space occupied by part of the former Long Park and pavilion is supported. The building provides a dramatic statement for those travelling south along York Way. This formal hard landscaped area will need to be surrounded by some retail and food and drink uses. **The proposals for North Square are welcomed in principle. (NEW)**

## **HERITAGE**

Islington Council does not feel that comment on detailed heritage issues necessary, as community groups, various agencies and civic bodies including English Heritage will contribute fully to debate as part of the separate applications lodged with LB Camden.

As part of the joint brief however the successful integration of the development would include effective reuse of buildings to create a rich urban tapestry.

### ***Great Northern Hotel***

The stations, retained heritage buildings and the southern parts of development zones A & B still appear unresolved with the operational needs of the taxis, 'kiss and ride', tram and bus provision. This has produced an awkward piece of urban space with many competing geometries, resulting in a lack of legibility the random planting proposed further adds to the cognitive chaos.

Islington Council however feels that the retention of the Great Northern Hotel should continue to be pursued. The Western Concourse Extension (WCE) proposals, not part of this application, need to be further refined but could be an exciting juxtaposition of new and old. The pedestrian links between St Pancras and the WCE need to ensure as direct and uncluttered a pedestrian route as possible.

### ***Stanley Buildings***

The need for a rational transport network is recognised. However the loss of the northern Stanley Building would be unfortunate as the relationship between the two buildings is a fundamental aspect of their intrinsic character. The loss of the northern Stanley Building is not supported.

### ***Culross Buildings***

The proposal to demolish the Culross Buildings is similarly not supported by Islington Council. The need for an intuitive main route through to the area north of the canal is accepted. However, given the applicants have moved away from the earlier central boulevard, the clear visual link to the Granary is lost. This undermines the need to remove all of the Culross Buildings. However it is noted that this would entail a comprehensive redesign of the entire area south of the canal. The need for a legible north-south route would remain and is essential in creating sufficient footfall to make the northern part of the development economically vibrant and generally animated. The loss of homes previously accommodated in the Culross Buildings should be reinstated south of the Canal (See Housing section).

### ***Gas holder Guide frames***



Islington Council strongly supports the re-erection of the Gasholders. The reconstruction of the guide frames for the gasholders is welcomed however any proposed use should appear subservient to their presence. The limited views of the holders from Cubitt Park should be improved by looking at the detailed design of buildings in Development Zones P (see earlier comment). Some views through the holder guide frames should be retained.



### ***Canal***

The Canal should become a key route into and through the site and investment in this heritage and wildlife asset is welcomed.

The decision not to reopen some of the former canal basins is disappointing. However it is understood this is due to logistical problems including significant differences in water levels and surrounding land.

The additional private moorings are welcomed. Moorings in this location can contribute to the activity, diversity and safety of the canals. New moorings should be designed to minimise their impact on waterway navigation and biodiversity and be managed in a way that respects the character of the waterway and the needs of waterway users.

### ***Granary Building***

North of the Canal the Granary would be the centrepiece and heart of the development. Any additions to the sheds to the rear must be carefully designed.

The imposing industrial buildings create a backdrop for exciting and robust new building. The detail of these will be addressed by detailed applications. However, for the reasons stated above Islington Council requests that a limited number of further changes to the masterplan are necessary to ensure future good architecture is not let down by weaknesses in isolated, but important, parts of the masterplan.

## **TRANSPORT**



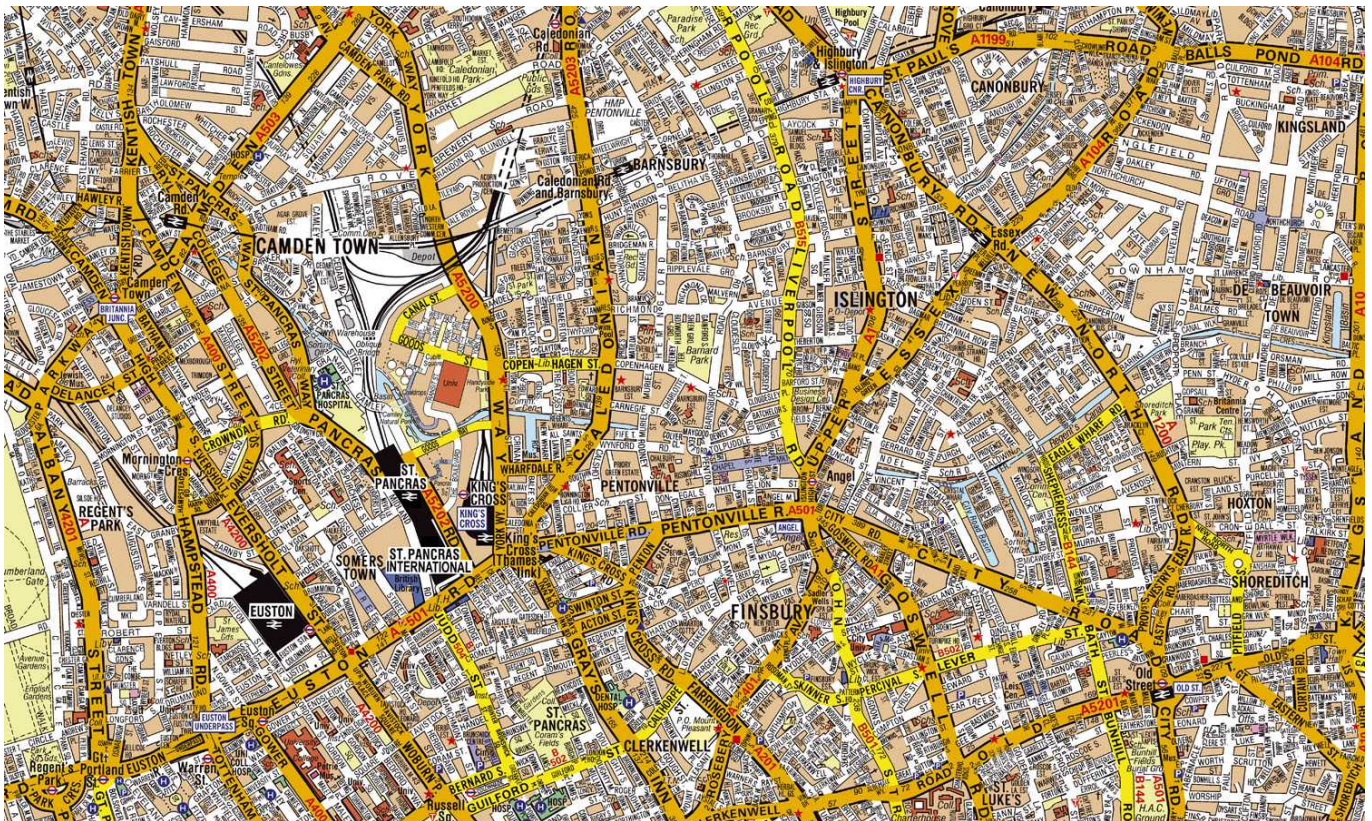
Islington Council is now satisfied with the TA methodology and transport impacts predicted for the application and the manner in which they have been assessed in the supporting Transport Assessment.

With the soft boundary of the site essentially along York Way, it is inevitable that many of the impacts both positive and negative will also be attributed to this boundary and the immediate vicinity. Islington is confident that both construction and operational traffic can be managed to reduce these impacts as much as possible.

In order to protect local amenity and ensure highway safety, Islington Council has identified a comprehensive package of measures that it wishes to see incorporated into any S106 agreement were the scheme approved.

### **KXC Transport Assessment - Approach**

Islington Council is disappointed that the Transport Assessment has been prepared without the necessary involvement of the key transport agencies from the outset. This has resulted in an incorrect set of assumptions about future transport capacities and planned transport infrastructure and capacity improvements. As a result, the document does not currently assist Islington Council in preparing meaningful observations on the impacts of the application, or in establishing the likely impacts on people travelling to and from Islington through King's Cross.



While the development is largely within the London Borough of Camden, the physical linkages to the site (particularly for pedestrians, cyclists and cars) are predominantly to and from Islington. As a result, physical linkages and integration are of prime importance to this Council and must be the subject of S.106. (Amended)

Islington Council is keen to ensure that the transport impacts arising from the King's Cross Central development are accurately predicted from an agreed set of base assumptions, and once quantified, effectively managed and mitigated against. (Amended)

**While it is acknowledged that the majority of S.106 transport obligations will be directed towards capacity enhancements to the underground and buses (and therefore to TfL). There are clearly significant potential transport impacts in Islington that require mitigation through the S.106 process. (Amended)**

- **Islington Council is now generally satisfied with the levels of car parking on street and in the multi-storey facility.**
- **There are concerns regarding the benefits of the option to route the tram down the boulevard to a terminus so close to so many other transport nodes.**
- **The proposed bus routes appear to be an improvement and serve the north of the site well.**
- **The bike store located close to the two rail termini is an excellent idea and a facility rarely seen outside of the Netherlands on this scale. The applicants are to be commended for the proposal. (New)**

## **ACCESSIBILITY**

Both the London Plan and the Planning Brief required the submission of an Access Statement to demonstrate the applicant's commitment to inclusive design. Islington Council welcomes the submission of an Access and Exclusivity Strategy as part of the revisions. Camden Officers will utilise this as part of the planning application proposals. This concept can now be translated through the built form and private plots. The strategy will be invaluable as a check list on access – if or when the detailed scheme is brought forward. Islington would like to reiterate the following as key issues on accessibility at an outline level.

- DDA and building regulations will ensure minimum levels of accessibility but added value to design should be pursued to make the scheme exemplary.
- Sounds, textures and other features should seek to aid orientation for the blind or partially sighted.
- Sufficient public toilet provision and seating is necessary.
- Unnecessary clutter (lamp standards and some directional signs, even bus shelter canopies could be adapted into design of buildings/ other structures to reduce clutter and maintenance cost.
- Arcades could provide dry/slip free routes through the busiest part of the scheme.
- All streets, path, routes should lead to another street. No dead ends where possible.
- Proposals for trails for different age groups are welcomed.

**Overall the revisions to the public realm will assist in general physical accessibility. It should be a condition of any approval that the access strategy ties in with construction and landscape details in due course. (Amended)**

## **4 HOUSING & SOCIAL INFRASTRUCTURE**

### **HOUSING**

#### **Housing Levels**

Kings Cross Central is one of the largest development sites remaining in central London and as such must maximise the potential to deliver a sizeable contribution to the London Plan's 2016 housing target for Camden and Islington of 16,940 and 18,070 homes respectively.

**The Joint Planning Brief states the 'provision of at least 1800 homes' (across both sites) this therefore is the minimum figure that must be met for Islington Council to support the scheme. Some development scenarios indicate the number of homes could exceed 1,800 (primarily 1,700 homes + 650 student accommodation) Such a scenario would be acceptable.**



**However a commitment to this minimum figure of at least 1,800 units across both sites, as specified in the Joint Planning Brief is needed. (Amended)**

Additional homes will not only maximise levels of housing available but also create a development with sufficient local demand to support many of the retail and food and drink uses proposed on site. Housing provision should also be increased to support shops and restaurants including parts north of the canal where general pedestrians flows will be lower. This will help avoid a 'City of London Syndrome' where even major retailers, pubs and restaurants close at evenings and weekends because of reliance on office trade. The need for activity on all streets to promote passive surveillance cannot be over estimated.



**DELETED** (*Expressed elsewhere*)

**In the interests of a truly mixed-use scheme and to aid passive surveillance, a sense of community and in the interests of reducing crime and disorder, Islington Council would welcome further residential development to be located south of the Canal in addition to the 3,990sqm already identified in the development specification.**

**Islington Council would like to see the residential units that would be lost should the Culross Building be demolished, accommodated again south of the canal to ensure residential use in all parts of the scheme in line with the Joint Planning Brief's aspiration for a mixed use scheme.**

### **Affordable Housing**

As part of the Mayor's London Plan there is an overall strategic target that 50% of new housing provision (supply from all sources) should be affordable housing. It is noted that this is higher than the current supplementary planning guidance for housing in Islington, which is a minimum 35% affordable (25% socially rented & 10% intermediate). In line with the Mayor's stated position in the London Plan, both Council should seek the maximum reasonable amount of affordable housing.

**Islington Council agrees with the Mayor's strategic target of 50% affordable housing across the whole site, irrespective of administrative boundaries. Despite Islington's current SPG seeking 35% affordable housing, given the split of the Triangle, 50% affordable provision could be achieved across the entire KXC site. The specific amount and tenure mix on the triangle will be dealt with in the officer's report presented to committee when this application is determined. (Amended)**

### **Housing mix**



The Joint Planning Brief identified the appropriate mix for the site, based on Camden's housing needs study 2003, namely:

- 1 bed - 20%
- 2 bed - 30%
- 3 bed - 30-35%
- 4 bed or larger 15-20%

The current application envisages:

**Residential flats (excluding student housing)**

<b>Studio/1 bed</b>	37-42% (previously 40%)	629 - 714 units
<b>2 bed</b>	30-35% (previously 37%)	510 - 595 units
<b>3 bed</b>	8-22% (previously 18%)	306 - 374 units
<b>4 bed</b>	5-11% (previously 5%)	85 - 187 units

**Student Housing**

**Studios** up to 150 units

**Cluster flats** up to 500 units

**Islington Council welcomes the potential for 1,700 residential units on the main site + 246 units on the triangle site, creating 1,946. This, with a further 650 student units, would be acceptable to Islington Council. (NEW)**

However the planning brief agrees that negotiations on specific housing mix needs to be addressed contemporaneously with detailed submissions later in the build out programme. For Islington Council there remains an acute need for all types of social housing but in particular 2 & 3 bedroom homes. However there is also a significant and growing need for even larger units as part of the regional allocation. The housing mix range listed above falls short of the planning brief and the Mayor's targets for housing mix.

## COMMUNITY

Social infrastructure is a prerequisite for the proper functioning of any community and the Planning & Development Brief and the London Plan expects this to be protected and enhanced. As such Islington Council welcomes the move to identify the type and location of core community uses. The facilities identified include:

- A primary health walk-in centre of up to 750 sq m GIA, for example within development zone E;
- A primary health care centre of at least 1,250 sq m GIA, within development zone T;
- 'Flux Park' play facilities and open space, within development zone N;
- A Local Equipped Area for Play (LEAP) and Local Area for Play (LAP) within Handyside Park, including facilities to support disabled children's play;
- A 2 form entry primary school of at least 2,100 GEA sq m within development zone P;
- A Multi Use Games Area of at least 630 sq m;
- A children's centre of at least 645 sq m incorporating nursery, drop-in/crèche, medical and other facilities within development zone T;
- Community meeting facilities of at least 370 sq m within the development
- Public bicycle interchange/storage facilities within development zone B;
- Public health and fitness facilities, including a 25 metre swimming pool, within development zone B;
- A public indoor sports hall within development zone Q, providing 4 x standard badminton courts/1 basketball court/ 1 volley ball court/ 1 x 5- a-side football pitch, plus reception, changing, circulation and related facilities, for example café areas and children's soft play. (The sports hall building may also accommodate meeting space for local community groups).

**Islington Council welcomes the revisions to include these facilities and their approximate location. (NEW)**

**Islington Council remains eager to see community/civic uses, including some on the core list above, located on York Way to encourage communities to integrate. The location of the sports hall/meeting rooms (development zone Q) and new urban York Square will assist in this endeavour and is a welcome addition to the original scheme. (NEW)**

**DELETED**

**DELETED**

The possibility of a fully flexible space being provided to a community trust should be pursued and Islington hope it to be part of any S106 relating to community benefits.

## **EDUCATION**

**The provision of the two-form entry primary school is welcomed and Islington Council is pleased its suggestion of co-locating close to the children's centre has been adopted. (Amended)**

**The use of home-zones and the proximity of the 'Flux Park' to the new school and children's centre is also innovative and to be strongly supported. (NEW)**

## **HEALTH**

The HIA undertaken with regard to the original scheme was reported in the original report and it is not duplicated here.

**DELETED**

Islington Council welcome the January 2005 announcement by HM Government that a NHS 'walk-in' facility at Kings Cross is to be constructed. This is welcomed as part of the package of provision for the area.

**Islington Council is confident that subject to a robust COCP, planning conditions relating to construction and operation of the site and additional legal agreements relating to the delivery of the aforementioned medical facilities, the proposal is acceptable with regard to health impacts. (NEW)**

## **CRIME**

For too long Kings Cross has been synonymous with certain crimes and associated anti-social behaviour. Although by no mean free from such activity, the concerted efforts of the Police, a new residential population, increasingly vibrant streets and reduction in vacant land, derelict buildings and an enhanced streetscape have all contributed to making places look, feel and ultimately become safer.

By effectively reversing the 'broken window' syndrome through SRB funded streetscape improvement, CCTV, and NRF funded Neighbourhood Wardens, the area has seen reductions in crime over the past few years. Drug dealing and prostitution markets have been significantly disrupted and the reputation of the area has improved. This has been complemented by an increase in private investment.

**In this context it is essential that all developments successfully design out crime, create lively and truly mixed-use streets and squares. Crime must be assessed as part of all aspects of the scheme from land use to street layout to the detailed design of individual buildings. (Amended)**

**Islington Council does have concerns that a few isolated areas of the masterplan could become footholds for criminal activity or antisocial behaviour. The key areas are Pancras Road, Park Street, Bridge Street, CTRL station underpass, this is a reduction on the previous list of areas reflecting the increased certainty on design, improved layout and likely land use activity following the recent revisions. Camden Council must ensure these areas are carefully addressed when reserve matters are submitted. (Amended)**

## **5 ENVIRONMENT & SUSTAINABILITY**

With the advent of the Planning and Compensation Act it has become a legislative requirement for planning authorities to ensure that new development contributes to the Government's goal of sustainable development. The specific sustainability elements will be dealt with in detail by Camden and the Mayor of London has indicated this as of strategic importance in securing approval for any scheme. Islington supports both Argent's aspiration and the Mayor's demands for an exemplary scheme in this regard.

### **Environmental Impact Assessment (EIA) & Environmental Statement (ES)**

As an outline application the requirements of the EIA regulations must be fully considered now as the reserve matters cannot be subject to EIA.

As the applications are for outline consent, it is important that any permission is adequately tied to the parameters and mitigation measures described in the Environmental Statement. This should ensure that the impacts of any future developments submitted for reserved matters consent will be within the parameters of the impacts predicted in the current outline environmental statement and will not present developments of a scale and impact that have not been assessed at the outline stage. The revised ES (Part 5) provides a good overview but some issues such as the initial choice of layout with regard to townscape impacts still have not been fully addressed.

Generally the level of detail for the environmental issues is more appropriately dealt with as part of the actual planning application assessment to be carried out by Camden Council. A detailed analysis by Islington Council would only duplicate the detailed appraisal that Camden must undertake in order to meet the requirements of the EIA regulations prior to determining the application.

Overall the Environmental Statement is accepted as meeting the EIA regulations.

**Islington Council anticipates that Camden Council will impose conditions and S106 measures to ensure that any detailed proposals keep within the final parameters approved and assessed against at this outline stage. This should establish the appropriate and relevant mitigation measures as part of any outline planning consent.**

### **Energy**

Energy conservation is an important part of sustainable development. Energy production is a significant contributor to CO<sub>2</sub> emissions that lead to climate change. Camden's UDP provides detailed information on this aspect and the London Plan and the Mayor's Energy Strategy identify an energy hierarchy to be used in the consideration of development proposals (use energy efficiently; use renewable energy; supply energy efficiently).

According to the London Plan and Mayor's Energy Strategy, strategic proposals of this nature should secure at least 10% of their energy needs within the site. The proposed CHP infrastructure, 14 wind-turbines and consideration of bio-fuel technology and heat pumps are all welcomed. Islington Council notes the Mayors' stage one response on this issue and does not feel additional comment is warranted.

## **DELETED**

Islington Council would suggest that electrical heating and hot water systems are utilised at fit-out stage where practicable. Gas appliances will always utilise natural gas - a finite resource and contributor to CO<sub>2</sub> emissions. Electricity is not necessarily created at the expense of the environment particularly as the percentage of electricity generated from renewable energy is increasing to meet Government targets. Argent should be encouraged to source electricity from a 'green supplier'.

## **Biodiversity**

Islington Council welcomes the appraisal of Biodiversity as part of the revised Environmental Statement. The Regents Canal and Camley Street natural park form the primary areas for obvious biodiversity and habitats. However it should be noted that vacant building, derelict land and peripheral land – such as that either side of the railways also provide a range of habitats.

The redevelopment will cause widespread unavoidable disturbance to the site with negative impacts on biodiversity. However as noted in the environmental statement much can be done to mitigate impacts.

The canal, park and railway lines provide an established network of habitat rich routes which encourage bio-diversity through plant, insect and fauna migration along these routes. This is to be encouraged and **Islington Council would request that supplementary landscape proposals map out existing habitat rich routes and where new provision can be made. (Amended)**

**Both Black Redstarts and Pippestrelle Bats have been sited in the area and as windfall sites have been redeveloped Islington Council has secured inclusion of measures to encourage biodiversity in the local area, including bat roosts (Regents Quarter & Kings Place) and Green Roofs (Almeida Theatre & Kings Place).**

**The proposed footbridge over Camley Street Park is welcomed in principle (See Urban Design section) subject to the structure having a benign impact on the park.**

The broader range of open green spaces and additional green and brown roofs, now proposed will help increase bio-diversity and are welcomed. The scheme now echoes the London Plan and the planning brief aspiration to capitalise on opportunities to create, manage and enhance wildlife habitat. The identification of areas for green roofs is welcomed.

## **CODE OF CONSTRUCTION PRACTICE**

Any Code of Construction Practice (COCP) is welcomed, however further work is needed. It would not be appropriate to go into the detail of the contents as part of the formal observations of a neighbouring borough on the planning proposals. However, were Camden Council to approve the planning applications, Islington Council would expect to be party to the final drafting of the final Code of Construction Practice.

A robust and thorough COCP will look at site management, pollution control and waste reduction/reuse. The present COCP proposals and broader environmental measures need to be further defined and become commitments should consent be granted.

**The use of the Constructions Impact Group to monitor impacts and management is welcomed. (NEW)**



## **WASTE, POLLUTION & RECYCLING**

### **Waste**

Islington Council would like to see the reuse and recycling of buildings and their materials as the most efficient step in reducing waste. The Council welcomes the target of 50% for the recycling of aggregates. This should be included in S106 as a commitment and as a primary means of aiding green construction and avoiding any additional lorry journeys needed to transport unused aggregates and spoil off site.

### ***Construction Waste***

As part of a green construction programme the amount of spoil/waste that will leave the site should be minimised.

The impact of lorries removing spoil and the noise and pollution created mean this is a key issue for Islington and its residents. It is disappointing that there is no clear commitment to utilise railheads and/or the canal for the removal of spoil as a possible Best Practical Environmental Option (BPEO) within the revised COCP.

### ***Hazardous Waste***

**Hazardous waste should be dealt with where possible on site though remedial action avoiding displacing the problems elsewhere and transportation through neighbouring areas.**

### **Pollution**

Part of Kings Cross is an Air Quality Management Area - as such construction methods, vehicle emissions, use of rail and canal to avoid lorry trips and dust suppression need to be included within any Code of Construction Practice.

The Estate Management Company should use low or zero emission vehicles or ensure that vehicles meet the highest relevant Euro standard at the start of operation. Vehicle emission criteria should be reviewed and tightened periodically

In addition Islington Council would suggest that any Estate Management Company puts in place a green travel plan that is approved by Camden Council. The company must employ a Travel Plan co-ordinator and join up to the North Central Travel Network.

The travel plan must provide a basis to set targets for the number of staff using transport means other than the car and put in place auditing and monitoring procedures.

### ***Commercial vehicles***

It is possible that a Low Emission Zone (LEZ) for London will be in place by the start of this development, which will control emissions of heavy goods vehicles, coaches and London buses. Commercial vehicles of these types associated with this site must meet the emission criteria set by the London LEZ. Bio fuel stations could be accommodated with the bus refuelling facility

### ***Residential vehicles***

Parking should be kept to a minimum and any future Estate Management Company should be encouraged to implement an incentive discount for alternative fuel or zero emission vehicles as part of the licence/ charge strategy.

**The agreement to carry out air quality monitoring is welcomed. The COCP commitment to monitoring needs to be expanded to include on and off the site monitoring at suitable receptor locations. Islington Council would expect monitoring typically to include pollutants such as TSP, PM10 and PM2.5 as a minimum. The sites and measurement techniques to be used should be agreed with both the Camden and Islington Council Pollution Teams in advance. (Amended)**

**The proposal to specify, in construction contracts, low emission vehicles (EURO standard – EURO IV) in the COCP is supported. (NEW)**

***Noise and Vibration: Ambient***

Islington Council notes the proximity of the new student housing to the CTRL lines in Development Zone F and anticipates that Camden will ensure appropriate measure are taken to ensure noise and vibration from this and other sources is minimised.

**DELETED**

***Noise and Vibration: Construction***

**Islington Council welcome the move to meet BS 5228 and notes the applicant's intention to secure this by the Best Practical Means and where necessary to apply for consent under Section 61 - Control of Pollution Act. (NEW)**

**Clearly the COCP would secure appropriate restrictions on noise generation that could otherwise adversely affect residential amenity over a sustained period. (Amended)**

**Recycling**

**Sufficient space must be identified or agreed to at this outline stage to ensure buildings have the ability to sort and separate materials, this includes all commercial and residential premises.**

**Islington Council is eager to work with AKX to ensure additional recycling facilities on both sides of York Way are distributed efficiently. The council expects that as part of any streetscape proposals, segregated bins are available throughout the public realm, subject to security implications, particularly near the two stations.**

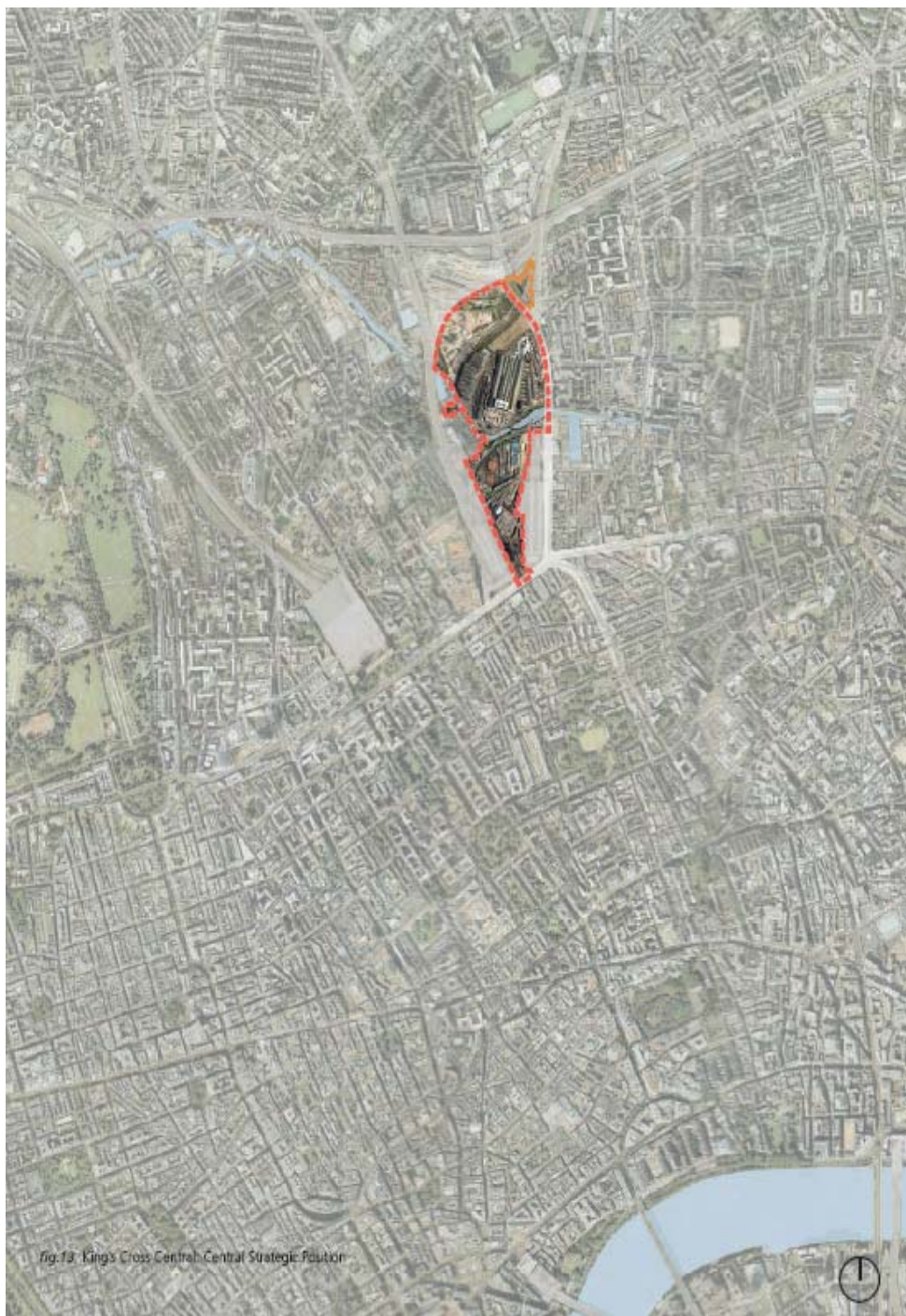
## 6 CONCLUSION

Islington welcomes the proposals for this major brown field site and the potential regenerative benefits that redevelopment could bring.

The revisions to the scheme are virtually all positive and many appear to be a direct response to feedback from the original consultation process but also reflect a 'bedding down' of ideas as the scheme matures in concept form.

Tangible changes have brought clarity to a complex set of proposals and a somewhat over complex set of guidelines and rules. There is now sufficient detail of what is fixed in the proposals that the scheme can progress.

The revisions submitted by Argent have improved the original proposals. Islington Council is confident that if the key issues from this report and those of the GLA are addressed, then what is presently a good scheme could become exemplary. All the fundamental elements for a high quality, successful scheme are evident; the focus now is to tie down the few remaining issues.



Islington Council is confident all of the issues raised here can be addressed as part of a legal agreement and through planning conditions, thereby not delaying the move toward the creation of a truly exciting new quarter for London.

Subject to the above, Islington Council supports the planning application. (NEW)

END.

## **APPENDIX 2**

### **BACKGROUND**

#### **Process**

The award winning King's Cross Team was set up in 2002 within the Council's Planning Division its remit to set about preparing for the King's Cross Central applications, and to roll out a pilot Neighbourhood Framework prior to the Planning and Compensation Bill 2004 coming into force. The purpose of the Team is to continue to secure both public and private investment in the local area, to identify sites and projects for improvement through S106 and other funding sources and to manage the strategic planning and transport proposals submitted for the area.

A key initial task was to draft a new Joint Planning and Development Brief for the King's Cross opportunity area in collaboration with officers from the Camden King's Cross Team. The new planning brief was subject to extensive public consultation and was approved by both Camden and Islington Councils in January 2004. Since this time the Neighbourhood Framework Document and its nine associated Neighbourhood Action Plans (NAPS) have been approved and adopted by West Area Committee to cover the King's Cross regeneration project area.

The purpose of the action plans is to identify and progress regeneration and environmental projects and to capitalise on the proposals for the neighbouring King's Cross Central site.

Prior to the submission of the planning applications for King's Cross Central, other developers including P&O (Regents Quarter), Parabola (King's Place) were submitting proposals on an assumption that the KXC scheme would be forthcoming. As such, the area has seen high levels of developer interest and the King's Cross Team has been able to help steer this interest through establishing a robust policy context by which to make positive changes to schemes submitted. It is intended the revised observations, which form part of this report, will contribute to this process.

The Neighbourhood Action Plans and the Joint Planning and Development Brief constitute supplementary planning guidance and have been taken into account when assessing the King's Cross Central scheme for the purposes of the attached observation report and the triangle report.

### **THE SITE**

#### **Site History**

The King's Cross railway lands have been subject to several major proposals over the past 30 years. The area has suffered from serious blight due to uncertainty over the alignment and delivery of the Channel Tunnel Rail Link (CTRL) and other transport projects.

London Regeneration Consortium (LRC) made an application in April 1989, revised in October 1989 for outline planning permission for the site formerly known as the Railway Lands behind King's Cross Station. In 1992 Camden Council resolved that it was 'minded to grant' planning permission but the application was withdrawn in 1994 owing to macro-economic conditions and the Government's decision to bring the Channel Tunnel Rail Link (CTRL) into St. Pancras. The CTRL Bill was passed by Parliament in 1996.

The first part of the CTRL, from the channel tunnel portal through to North Kent has been completed on time and on budget and there is confidence the 'second' section will also be successfully completed in 2006. Section two will extend the line through Stratford City (and the possible Olympic Site) and into a new international terminus at St. Pancras, which is partially constructed. The rail link is due to be completed and operational in 2007 after which possession of the land for construction and engineering purposes will no longer be necessary and allow the remaining King's Cross rail lands to be handed over to Argent (King's Cross) limited.



The planning applications presently submitted form the basis of the redevelopment proposals by AKX upon transfer of the land to them. AKX has indicated that they would intend to start development on the site as soon as possible after the transfer of the land.

### Site Context

King's Cross Central (KXC) is the name given by developers Argent (King's Cross) Limited to the proposals for the 27.2 hectares of former railway lands that will become available for comprehensive development upon completion of the CTRL into the newly extended St. Pancras International Station in 2007. In that year, Paris and continental Europe will be a scheduled 2 hours and 20 mins away, making the area a prime location for international business and a significant gateway for tourists. The proposals envisage one of the largest and most complex urban regeneration projects in Europe.

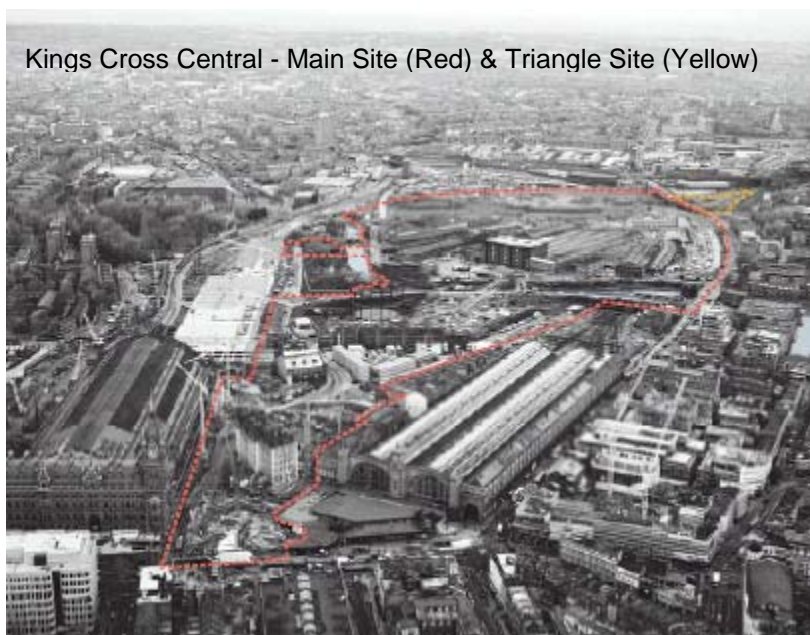
There are a number of projects in the pipeline for other developments (unconnected to the Argent proposals) in the King's Cross area, and these are all at different stages. They include the aforementioned development of a new St. Pancras International and domestic terminus with CTRL infrastructure, site restoration and landscaping to be completed by 2007; the King's Cross-St. Pancras London Underground station upgrade, the Northern Ticket Hall, with two new ticket halls, entrances and public realm improvements; the restoration of St. Pancras Chambers, with proposals for hotel and residential uses by 2007-8; and, King's Cross Station enhancement proposals which may include the adaptation of the east side cab route as an active railway platform and the planning applications for the new western concourse.

The development of KXC as part of this transport hub should provide a major catalyst for the sustained regeneration of King's Cross.

The task now is to ensure the proposals complement and promote existing regeneration projects, the implementation of the Neighbourhood Action Plans and the development of Regents Quarter by P&O and King's Place (the canal side concert hall/office scheme) by Parabola at Battle Bridge Basin. Major investment also continues from King's Cross to Lough Road and the Arsenal redevelopment then eastward to Finsbury Park.

Despite the majority of the KXC site being situated within the Borough of Camden with only the majority of the Triangle site located within Islington, the presence of railway infrastructure and other physical barriers (viaducts, extended station buildings and the Regents Canal) means that much of the development site essentially 'faces' Islington.

The boundary, York Way, and adjacent urban areas in Islington and the development site need significant intervention to ensure the development does not become an isolated inward looking development with poor integration to the surrounding area.



Kings Cross Central - Main Site (Red) & Triangle Site (Yellow)

### **Main Site description**

The application site extends across the boundaries of the London Boroughs of Camden and Islington and extends to 27.2 hectares. The main application site lies in the London Borough of Camden between the Euston Road, St. Pancras Station, the Midland Main Line, the alignment of the new Channel Tunnel Rail Link (CTRL), York Way and King's Cross Station.

The main site includes Wharf Road, Goods Way, Battle Bridge Road (parts of), Pancras Road and abuts York Way. At present, the site includes a number of listed buildings and structures and much of the site falls within the Regent's Canal Conservation Area and the King's Cross Conservation Area in Camden. The Regent's Canal cuts across the main application site.

The site includes a number of listed buildings and structures.

To the south of the Regent's Canal the Great Northern Hotel, German Gymnasium, Stanley (all Grade 2 listed) and Culross (un-listed) buildings. A small area is occupied by a district gas governor facility. The majority of the land surrounding these buildings is used for CTRL/LUL construction purposes and/or car parking. The listed gasholder no.8 stands to the north of the gas governor with the dismantled pieces from a linked triplet of gasholders (also listed) stored alongside.

North of the Regent's Canal, the 'Goods Yard' comprises a collection of former industrial and railway buildings. The main buildings are used for a variety of storage, distribution and leisure uses including nightclubs. A number of buildings, including the Fish and Coal offices and the Midland Goods Shed offices are vacant. Land to the east and north of the main 'Goods Yard' is used for CTRL construction purposes and concrete batching.



### **Triangle Site description**

The Triangle Site lies in both the London Boroughs of Islington and Camden between York Way, the Thameslink 2000 rail line and the East Coast Main Line. This site has been extended westwards following the realignment of York Way, as part of the CTRL works. The site itself slopes upwards from north to south along York Way.

The Triangle Site does not contain any existing buildings, and consists of railway embankments, former sidings with vacant land in between. The realignment and lowering of York Way now provides at grade access to the triangle site and this releases it for development as part of the wider regeneration area.

END