

King's Cross Central

Main Site

Development Specification

April 2004

Argent St George, LCR and Exel

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1. Introduction

- 1.1 This Development Specification is part of a planning application for the comprehensive development of 26.1 ha (64.50 acres) of former railway lands within the King's Cross Opportunity Area.
- 1.2 The application has been submitted by the 'King's Cross Central' development partners, Argent St George, London and Continental Railways (LCR) and Exel plc ('the applicants').

The Purpose and Structure of the Development Specification

- 1.3 This Development Specification defines and describes the principal components of the proposed development and is structured as follows:
- i) This Introduction forms Section 1.
 - ii) Section 2 provides information about the application site;
 - iii) Section 3 defines and describes the overall development content and the approach to site-wide issues such as overall floorspace; housing mix; community, health, education and cultural uses; parking ratios; basements; and environmental performance.
 - iv) Section 4 describes a series of 18 Parameter Plans. These Parameter Plans form part of the Development Specification. They address and fix¹, various elements of the proposed development, for example site layout; levels; the public realm; development zones; access and circulation; land uses; works to heritage buildings; development massing; maximum building heights; strategic views; and utilities.
 - v) Section 5 explains the Landscape Proposals for the principal public realm areas within the proposed development.
 - vi) Section 6 identifies various phasing and implementation thresholds and sets out a number of important commitments.

Type of Planning Application

- 1.4 The outline planning application seeks approval, at this stage, for:
- i) Means of access and circulation (to the extent that access and circulation are defined and described within this Development Specification);
 - ii) Siting (to the extent that siting is defined and described within this Development Specification); and
 - iii) Landscaping (to the extent that landscaping is defined and described within this Development Specification).
- 1.5 The application seeks planning permission to undertake works of alteration to existing buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development. The application also seeks planning permission to relocate and re-erect some existing structures

¹ In some cases, within defined Limits of Deviation (LOD).

within the King's Cross and Regent's Canal conservation areas. These 'heritage' works and interventions are defined and explained within this Development Specification.

- 1.6 The application does not seek any approval, at this stage, for the detailed design or external appearance of any new buildings. Nevertheless, the applicants have submitted an Urban Design Statement and Urban Design Guidelines for the proposed development. They explain the context within which design details would come forward later, as applications for the approval of reserved matters by the local planning authority (LPA).

Parallel Applications under the Planning (Listed Buildings and Conservation Areas) Act 1990

- 1.7 The applicants have also submitted parallel four applications for listed building consent and four applications for conservation area consent. These parallel applications (detailed at para 4.51 below) seek consent to undertake demolition and other works that are necessary to deliver the comprehensive development of the site, as defined and described in this Development Specification.
- 1.8 This Development Specification cross-refers to the demolition and other works, for which the applicants seek listed building and conservation area consent, but it does not describe or define them in detail. This Development Specification does not form part of any application for listed building or conservation area consent.

Highway Proposals

- 1.9 The planning application is accompanied by drawings that show indicative proposals for the existing adopted highways of Pancras Road, Goods Way and York Way. These drawings do not form part of the planning application, as planning permission is not required for the works. Rather, the indicative drawings have been submitted to:
 - i) Demonstrate that satisfactory highway access can be provided to and from the site, in accordance with the means of access and circulation sought as part of the application;
 - ii) Demonstrate that the development can be carried out without prejudicing the safe and efficient operation of the highway; and
 - iii) Indicate a highway configuration that makes proper provision for pedestrians, cyclists, private cars and other users, including the proposed Cross River Tram.
- 1.10 In due course, following the grant of planning permission, the applicants would agree detailed schemes for Pancras Road, Goods Way and York Way, with the relevant highway authorities and would enter into an agreement (or agreements), under section 278 of the Highways Act.

Other Supporting Information

1.11 The planning application is accompanied by a number of other supporting documents and studies including:

Documents that Deal with the Evolution of the Proposals:

Past Evolution

- i) An Urban Design Statement;
- ii) A Statement of Community Engagement;

Future Evolution

- iii) Urban Design Guidelines;
- iv) Initial Conservation Plans (for retained heritage buildings);

Documents that Deal with Policy and Assessment Issues:

- v) An Environmental Statement;
- vi) A Transport Assessment together with a Green Travel Plan;
- vii) A Retail Impact Assessment;
- viii) A Planning Statement;

Strategy Documents that Deal with Future Implementation:

- ix) An Implementation Strategy;
- x) An Environmental Sustainability Strategy;
- xi) A Public Realm Strategy;
- xii) A Code of Construction Practice; and
- xiii) A Regeneration Strategy.

1.12 These documents are not formally part of the planning application but are submitted in support of it. Together, the suite of supporting documents are intended to:

- i) describe the context and thinking that lie behind the submitted development proposals;
- ii) explain the way in which the applicants would approach the implementation of the development;
- iii) define and explain the significant regeneration and other benefits, which the proposed development would bring about;
- iv) address statutory requirements in relation to Environmental Impact Assessment (EIA);
- v) incorporate good practice requirements, for example in relation to Green Travel and construction practice;
- vi) address various planning policy and assessment issues, for example the impact on transport networks; and
- vii) generally assist the LPA in evaluating and determining the application.

2 The Application Site

- 2.1 The application site lies 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.
- 2.2 The site includes Wharf Road, Goods Way, Battle Bridge Road and (parts of) Pancras Road and York Way.
- 2.3 The site includes a number of listed buildings and structures. Additionally, much of the site falls within the Regent's Canal Conservation Area and the King's Cross Conservation Area. See also paras 4.2-4.4 below, which provide further information about the application site and its boundary.

Present and Recent Land Uses

- 2.4 At present, the majority of the land to the south of the Regent's Canal is used for CTRL construction purposes, for temporary construction roads and for car parking associated with King's Cross Station. The Great Northern Hotel, German Gymnasium, Stanley and Culross Buildings have been vacated and secured due to construction work on adjacent sites. A small area is occupied by a district gas governor facility. To the north of the gas governor stands the listed gas holder no.8, with the dismantled pieces from a linked triplet of gas holders (also listed) stored alongside. Part of the site, between Goods Way and the Regent's Canal, is currently a filling station.
- 2.5 Immediately to the north of the Regent's Canal, the 'Goods Yard' comprises a collection of former railway and industrial buildings, some of which are presently occupied by a range of interim/short term uses. The main Goods Yard buildings are used for a variety of manufacturing, storage, distribution and leisure uses including night-clubs. A number of buildings, including the Fish and Coal offices and the Midland Goods Shed offices, are disused/vacant.
- 2.6 The land to the east of the Midland Goods Shed and to the north of the main 'Goods Yard' buildings is currently used for CTRL construction purposes.
- 2.7 The ongoing, complex nature of the CTRL project makes it unrealistic and inappropriate to provide accurate 'existing' floorspace data, for April 2004. Instead, Table A below presents the applicants' best estimate of the land uses and floorspace that existed on site in 2001, prior to the commencement of major CTRL construction works.
- 2.8 Table A indicates that, in 2001, a wide variety of uses, including storage and distribution (use class B8), business and employment (use class B1), general industry (use class B2), housing (use class C3) and assembly and leisure uses (use class D2) occupied some 85,000 square metres of floorspace across the site.
- 2.9 Where buildings were disused/vacant in 2001, they have been included in Table A on the basis of their last known use.
- 2.10 The figures in Table A exclude temporary portakabins; substations and other plant; and open-air storage areas.

Housing

- 2.11 In 2001, prior to the commencement of major CTRL construction works, there were 74 residential dwellings on site as follows:
- i) 3 x Stanley Buildings, each with 10 units (30 units in total)
 - ii) Culross Buildings (40 units)
 - iii) 4 x Gas Works Cottages (4 units)
- 2.12 5 of these buildings have since been demolished, as part of the CTRL works:
- i) 1 x Stanley Building (10 units)
 - ii) 4 x Gas Works Cottages (4 units)
- 2.13 This leaves 60 units on site. All are self contained flats/maisonettes. None of the units are currently occupied or have been brought up to modern standards; all are currently disused/obsolete.

Hotels

- 2.14 As indicated in Table A, the Great Northern Hotel contains 82 guest bedrooms and 13 staff bedrooms. The applicants estimate that these rooms provided around 174 bed spaces, when the building was in use as a hotel, prior to the commencement of major CTRL construction works in 2001.
- 2.15 The Great Northern Hotel now stands disused and vacant due to the impact of adjacent London Underground construction works.

Car Parking

- 2.16 As explained above, much of the site (including public highways) has been extensively remodelled since 2001, as part of ongoing construction works for the CTRL and the related redevelopment of the King's Cross St Pancras London Underground Station.
- 2.17 Table B below presents a conservative estimate of the parking spaces in use within the application site at 2001. It indicates that some 1,682 spaces were in use, for both HGVs and cars/vans. With no HGV parking, it is considered that the site could readily accommodate over 1,800 cars.
- 2.18 The applicants have derived these figures from survey counts, analysis of historic aerial photographs, lease plans and historic traffic orders.
- 2.19 The majority of these spaces were (and are) undesignated spaces, on private land. Some 22 spaces existed on public highways, namely Battle Bridge Road, Cheney Road, Clarence Passage, Goods Way, Pancras Road, Stanley Passage and Wellers Court. The applicants understand that 16 spaces were metered; the other 6 were for residential use.

Table A – Land Uses and Floorspace within the Main Site (2001)

Uses within Class	Examples within the Site	Estimated Floorspace (2001)
A1	Furniture and tile shops	1,944 sq.m.
A2	N/a	Zero
A3	Nightclubs and wine bar	2,172 sq.m.
B1	Media companies, computer services, railway offices, vehicle repair, printing, travel/transport	11,183 sq.m.
B2	Construction/building business, stage manufacture, freight transport, concrete batching, shopfitting, refuse disposal and sanitation	9,162 s.q.
B8	Document storage, lighting storage, staging distribution, scaffolding storage, parcel distribution, office furniture & antiques storage	33,157 sq.m.
C1	Great Northern Hotel (82 guest bedrooms and 13 staff bedrooms)	4,675 sq.m.
C2	N/a	Zero
C3	Flats and workmen's cottages	7,429 sq.m.
D1	Art/performance gallery, health and alternative therapies	544 sq.m.
D2	Indoor carting, golf driving range	7,330 sq.m.
Car Parking	Buildings associated with the control and management of parking	235 sq.m. ^(see 2 below)
Other	Vehicle hire, petrol station	7,314 sq.m.
TOTAL		85,145 (85,150)

Table B - Parking Spaces Within the Main Site (2001)

	HGVs	Cars/Vans & Other Vehicles	Total
LCR/Exel Land	160	1,500	1,660
Public Highways		22	22
TOTAL	160	1,522	1,682

² The figure of 235 square metres does not include parking on open land within the site; see paras 2.16-2.19 above.

3 Development Content

Total Development

3.1 The outline planning application proposes a scheme for:

“Comprehensive, phased, mixed use development of former railway lands within the King’s Cross Opportunity Area, as set out in this Development Specification. The development comprises business and employment uses within the B1 use class; residential uses, serviced apartments and hotels; shopping, food and drink and professional services within the A1, A2 and A3 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no. 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent’s Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities.”

3.2 Annex A defines and describes the range of supporting infrastructure works and facilities that may be required, as part of carrying out the development. The application seeks permission for these supporting infrastructure works and facilities.

3.3 Table 1 sets out the overall total floorspace³ proposed for the site as a whole:

- i) 238,545 sq. m. to the south of the Regent’s Canal;
- ii) 479,730 sq. m. to the north of the Regent’s Canal;
- iii) 718, 275 sq. m. in total.

3.4 Table 1 further defines maximum floorspace figures, for each category of land uses. The aggregate total of these maximum floorspace figures, for all categories of land uses (896,470 sq m), exceeds the overall total floorspace applied for (718,275 sq m). This is because the application seeks permission for “up to” the maximum floorspace specified for each category of land uses, to provide important flexibility over the content of the development. The application provides scope, therefore, to respond to changing needs and circumstances, over the course of the implementation of the project.

3.5 Whatever floorspace mix is eventually provided, within the various “up to” maxima applied for, the overall total floorspace limits stated in Table 1 and summarised at para 3.3 above would not be exceeded.

³ All floorspace figures are given as gross external areas, except where specifically stated otherwise.

- 3.6 The floorspace figures given in Table 1 include the linked triplet of gasholder guide frames, which would (as stated at para 3.1 above) be re-erected to enclose new residential and other development on the site of the Western Goods Shed. The guide frame for gas holder no.8 would be re-erected alongside, as a free-standing structure, to enclose new play facilities and open space. For this reason, it is not included within the floorspace figures.
- 3.7 The floorspace figures given in Table 1 also include various other, existing buildings and structures, for which the application proposes works of alteration, to facilitate their refurbishment for specified new uses: the Great Northern Hotel; the German Gymnasium; the southern Stanley Building; the Fish and Coal offices and Wharf Road Arches; the Granary building, together with its flanking offices and East and West Transit Sheds; the Midland Goods Shed and adjoining Handyside Canopies; Regeneration House; the Eastern Coal Drops; and the Western Coal Drops.
- 3.8 The works of alteration proposed for these buildings are described in detail at Annex E (bound separately). Not all of the items listed technically require planning permission. Those that do not have been included to present the proposals ‘in the round’ and to assist the LPA in their assessment and understanding.
- 3.9 The proposed works include the following:
- General (applies to several buildings)**
- i) The installation of new services, lifts and stairs/means of escape;
 - ii) The replacement of existing windows;
 - iii) Replacement of unsympathetic external fittings and services;
- Great Northern Hotel**
- iv) Demolition of the basement (3 offices) and ground floor extension (kitchens, toilet and office) on the south-western façade and the fire escape which crosses the extension; demolition of the basement (storage) and ground floor extension (ladies toilets) on the northern façade; removal of the railings and covering of the lightwell along, the south-western and northern sides of the hotel; and alterations to accommodate a central plant room within the fifth floor;
- German Gymnasium**
- v) Repair and refurbishment of the roof timbers and dormer windows; Recovering the roof; the removal of the modern first floor, modern partitions and mezzanine structures;
- Fish and Coal Offices and Wharf Road Arches**
- vi) Re-glazing the window openings within the Fish and Coal offices; refurbishment of the existing stone staircases within Fish and Coal; the opening-up of up to 3 arches beneath the Wharf Road viaduct, to establish a new pedestrian route to the Canal towpath; the removal and replacement of the Wharf Road viaduct road surface and water-proofing; and the introduction of new glazing and entrance doors within the Wharf Road vaults/arches;

Granary Building and Flanking Offices

- vii) The insertion of a new atrium or lightwell within the Granary; the removal of the sills of the loading doors; and glazing of the loading door openings on the south elevation;

Establishment of new pedestrian connections through the flanking offices utilising the former railway carriageway openings; refurbishment of the roof;

Transit and Assembly Sheds

- viii) Demolition of the Assembly Shed and the development of new buildings and land uses within the footprint of the Assembly Shed; demolition of the modern single/storey extension on the northern side of the Western Transit Shed; replacement of the existing Transit Shed roofs; the insertion of new first floor levels within the Transit Sheds; creation of new level access into and across the Transit Sheds including an arched east-west pedestrian route through the fourth bay on each side (reconstructing the arches, where necessary); glazing within the elevations on the east, west and north elevations; and reinstatement of parts of the building fabric previously damaged by fire;

Midland Goods Shed and Handyside Canopies

- ix) Creation of level access into the ground floor of the Midland Goods Shed; the insertion of new windows and doors; glazing within the openings in the north elevation of the Midland Goods Shed; demolition of one bay from the northern end of both the Western and Eastern Handyside Canopies; reglazing some or all of the West Handyside Canopy; and the introduction of new curtain walling or other structures to enclose the East Handyside Canopy;

Eastern Coal Drops

- x) Restoration of the northern section of the Coal Drops and viaduct damaged by fire; the removal of the single-storey office building at the southern end; removal of the modern external staircase at the southern end and modern timber porches on the viaduct; the creation of ramped access to the upper level loading platforms, from a resurfaced viaduct; the installation of new pedestrian footbridges; new glazing within the arches along the eastern elevation; and the opening up of arches on the western elevation of the viaduct;

Western Coal Drops

- xi) The refurbishment of the existing canopy; creation of ramped access to the upper level loading platforms from a resurfaced viaduct; the opening up and glazing of arches at the upper levels; and the glazing of the arched openings on the east side of the lower level; removal of upper level internal partitions; and demolition of the modern 'Bakery' building.

3.10 Some of the works listed above (and set out in more detail at Annex E) are also the subject of applications for listed building or conservation area consent, submitted alongside the planning application. This is explained further at paras

4.51-4.52 below. Other works would need to be the subject of future applications for listed building or conservation area consent. This is explained further at Annex E.

Development Zones

- 3.11 The site has been divided into 22 development zones that reflect the geographic layout of the proposed development. The development zones are shown on Parameter Plan KXC 005; they include the existing buildings and structures to be retained and refurbished, for specified new uses, referred to above.
- 3.12 The total development floorspace is divided between the development zones in accordance with the zonal floorspace schedule at Annex B.

The Public Realm

- 3.13 In addition to the built floorspace detailed in Table 1 above, the proposed development includes new streets, parks, squares and other principal public realm areas which, as explained in more detail below (see para 4.14), account for some 10.2 ha or 39% of the total site area. These principal public realm areas are shown in Parameter Plan KXC 004.

Business and Employment

- 3.14 The application seeks planning permission for up to 486,280 sq. m. of business and employment uses (predominantly offices) within use class B1, to be distributed in accordance with the zonal floorspace schedule at Annex B.
- 3.15 The applicants consider that at least 400,000 sq. m. of business and employment space should be developed within the site and ideally more (up to the maximum of 486,280 sq. m.), in order to establish an enterprise 'cluster' of offices with the requisite critical mass to be successful.
- 3.16 The proposed development could also accommodate some other B1 uses: for example research and development, studios, high technology uses and light industry.

Table 1: Total Floorspace Proposed within the King's Cross Central Main Site⁴⁵⁶⁷⁸⁹¹⁰¹¹¹²

	Total Floorspace Applied for (sq. m.)	Maximum amount of floorspace, within the total applied for, that may be developed as (sq. m.):								
		Business & employment (B1)	Residential	Hotels(C1)/ Serviced apartments	Shopping/ food & drink (A1/A2/A3)	Uses within D1 (see Note 4)	Cinemas	Uses within D2 (see Note 5)	Multi Storey Car Park	Other (see Note 6)
South of Regent's Canal	238,545	219,010	3,900	32,625	15,460	3,180	0	975	0	525
North of Regent's Canal	479,730	267,270	172,975	14,600	30,465	72,585	8,475	30,575	23,850	0
TOTAL	718,275	486,280	176,875	47,225	45,925	75,765	8,475	31,550	23,850	525

⁴ D1 uses include community, health, education and cultural uses such as museums.

⁵ D2 (Assembly and Leisure) uses include concert halls, dance halls, nightclubs, casinos, gymnasiums and other sports/recreation areas, including cinemas, which are also identified separately in Table 1. 31,550 sq.m. represents the maximum floorspace for all D2 uses, including cinemas.

⁶ 'Other' refers to service entrances and access to London Underground Ltd (LUL) facilities.

⁷ All floorspace figures given in Table 1 are given as gross external areas.

⁸ The floorspace figures in Table 1 exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities.

⁹ Other than the Multi Storey Car Park, the floorspace figures in Table 1 exclude parking.

¹⁰ The floorspace figures in Table 1 exclude new basement floorspace within buildings. New basement floorspace constructed within buildings as part of the development would (only) be used for plant, services and equipment, storage and parking. See paras 3.35 – 3.37.

¹¹ The floorspace figures in Table 1 exclude rooftop plant.

¹² The floorspace figures in Table 1 exclude the district gas governor (which would be relocated within the site to development zone V).

Residential

- 3.17 The application seeks permission for up to 176,875 sq. m. of residential floorspace, to be distributed in accordance with the zonal floorspace schedule at Annex B. This maximum floorspace could provide in the region of 2,300 new units.
- 3.18 There would also be a minimum residential component. At the completion of the development, the total residential floorspace would not be less than 125,000 sq m and the total number of residential units would not be less than 1,600.
- 3.19 The new residential development would be constructed with the following mix of sizes:

First 1,600 units

- | | | |
|------|--------------|-----|
| i) | Studio/1 bed | 40% |
| ii) | 2 bed | 37% |
| iii) | 3 bed | 18% |
| iv) | 4 bed | 5% |

Additional units

- | | | |
|------|--------------|-----|
| v) | Studio/1 bed | 45% |
| vi) | 2 bed | 40% |
| vii) | 3/4 bed | 15% |

- 3.20 Thresholds for the phased delivery of the residential development, including a significant proportion of affordable/low-cost housing, would be agreed with the LPA.

Shopping/Professional Services/Food and Drink

- 3.21 The application seeks permission for up to 45,925 sq m of shopping, food and drink and professional services uses within use classes A1, A2 and A3. These uses would be distributed in accordance with the zonal floorspace schedule at Annex B.
- 3.22 For convenience, the full range of A1, A2 and A3 uses is referred to, throughout the remainder of this Development Specification (and in Table 1 above), as 'shopping/food and drink'.

Relationship with Proposed A1/A2/A3 Development at 'The Triangle'

- 3.23 As explained in Section 4 below, the applicants are submitting a separate planning application for development of an adjacent site, referred to as the 'Triangle Site'. The Triangle Site falls partly within Camden and partly within Islington and, for this reason, a separate planning application has been prepared and submitted to both authorities, as joint LPAs.
- 3.24 The Triangle site application seeks permission for up to 2,500 sq. m. of shopping/food and drink. This would not, however, lead to any additional shopping/food and drink floorspace provision, over and above Table 1 above. The applicants do not propose to construct more than 45,925 sq. m. of

shopping/food and drink across the two sites (Main Site and Triangle Site) and would be willing to see a planning condition(s) to this effect.

Community, Health, Education and Cultural Uses

- 3.25 The application seeks permission for up to 75,765 sq m of community, health, education and cultural uses within use class D1. These uses would be distributed in accordance with the zonal floorspace schedule at Annex B. Annex B confirms that 40,000 sq m of the potential 75,765 sq m is allocated to development zone L, which comprises the Granary building, the flanking offices, East and West Transit Sheds plus new development within the footprint of the Assembly Shed. The applicants are currently in discussions with a higher education establishment to establish new facilities at King's Cross, within the Granary and adjacent buildings. The floorspace figure given in Annex B for D1 land uses reflect these discussions. See also Table 2 below.
- 3.26 The level, mix, timing and delivery of community, health and education provision would be matters for agreement with the LPA, as plans come forward for each major phase.
- 3.27 The following indicates a list of some of the types of facilities that could be provided within the floorspace applied for (should it be necessary and/or appropriate to do so):
- i) Library facilities;
 - ii) Community centre facilities;
 - iii) Youth facilities;
 - iv) Primary health care and support facilities;
 - v) Day care facilities;
 - vi) Day nursery facilities;
 - vii) Primary school provision;
 - viii) Higher education colleges;
 - ix) Visitor/tourist information centre;
 - x) Industrial heritage and other museums;
 - xi) Art galleries/visual arts centre/exhibition space;
 - xii) Enhanced facilities for boat users.

Assembly and Leisure Uses

- 3.28 The application seeks permission for up to 31,550 sq m of assembly and leisure uses within use class D2. This class includes concert halls, dance halls, nightclubs, casinos, gymnasiums, sports centres, swimming pools and other sports/recreation areas including cinemas. Such uses would be distributed in accordance with the zonal floorspace schedule at Annex B.
- 3.29 Up to 8,475 sq m of the total D2 floorspace may be cinema(s). Cinema floorspace would be provided in accordance with the zonal floorspace schedule at Annex B.

Car Parking/Storage

3.30 The overall development would be constructed in accordance with the following, maximum car parking/storage ratios:

Land Use	Maximum Ratio
i) Residential	0.5 spaces per dwelling.
ii) Hotels/serviced apartments	1 space per 10 bedrooms.
iii) Uses within classes D1 and D2	1 space per 600 sq m.
iv) Uses within classes B1, A1, A2 and A3	1 space per 1,000 sq m.

3.31 These ratios are average ratios that would apply to the overall, completed development, including any spaces provided:

- i) along new streets, within the built development;
- ii) within a Multi Storey Car Park (MSCP) developed as part of development zone T (see Section 4); and
- iii) within the basements and undercrofts of buildings.

3.32 Up to 86 car parking spaces would be provided on-street, within the development to the north of the Regent's Canal. In addition, up to 800 spaces would be provided within the MSCP, for the use of residential and business occupiers, other staff, retail and leisure uses, hotel guests, visitors, a city car club scheme and the general public. The MSCP would provide scope for dual/shared use of parking and innovative, flexible management arrangements, to promote both the economic success of the new development and sustainable travel choices.

3.33 Parking for people with disabilities would be provided within the ratios given above at para 3.30.

3.34 The ratios stated above do not include service bays for service vehicles. Additional spaces, over and above the ratios stated at para 3.30, may be provided as service bays for service vehicles.

Basements within Buildings

3.35 The application seeks permission for up to:

- i) 32,000 square metres of new basement floorspace within buildings to the south of the Regent's Canal;
- ii) 51,500 square metres of new basement floorspace within buildings to the north of the Regent's Canal;
- iii) 83,500 square metres of new basement floorspace within buildings, in total.

3.36 These basement areas are not included within, but rather are additional to, the floorspace figures given in Table 1 and Annex B.

3.37 New basement floorspace constructed within buildings as part of the development would (only) be used for plant and other services and equipment (for example Uninterruptible Power Supplies), storage and parking.

Environmental Performance

- 3.38 All new buildings would be designed to achieve high BREEAM and EcoHomes ratings, with an aspiration for excellent (or equivalent assessment method and ratings).
- 3.39 At least 15% of the roof area of new buildings constructed within the development would be 'green' / 'brown' roofs (or equivalent systems).¹³
- 3.40 The new drainage infrastructure provided within the Main Site would achieve a combined (storm and foul) flow to the existing combined sewers at least 10% less than the existing, maximum allowable discharge, calculated on the principle of equivalent discharge (2547 l/s¹⁴). The new drainage infrastructure would be designed such that the combined peak discharge from the Main Site to the existing combined sewers would not exceed 2292 l/s.

¹³ The term 'green roof' refers to both intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation. The term 'brown roof' refers to roof areas where ruderal vegetation (vegetation associated with disturbed sites) is allowed to colonise low fertility substrates like those found in the rubble of demolished buildings.

¹⁴ The existing maximum allowable discharge has been agreed with Thames Water, the incumbent drainage authority, following a hydraulic study. The study was undertaken in conjunction with Thames Water.

4 Parameter Plans

- 4.1 The 18 Parameter Plans (bound separately within an A3 volume) are described below. Each of the plans should be read together with its key and any schedules referred to below. These provide more detailed specifications for various items and features shown on the plans and may indicate any limits of deviation that apply. It should be noted that the parameter plans use an adjusted base that incorporates various site layout changes that are anticipated to take place prior to the commencement of King's Cross Central development, for example impending changes to the alignment of York Way as part of the CTRL works.

Planning Application Area

- 4.2 Parameter Plan KXC001 shows the planning application area. The plan confirms that the application site falls entirely within the London Borough of Camden (LB Camden).
- 4.3 The planning application area includes:
- i) Part of Camley Street Natural Park. As shown in Parameter Plan KXC007, the application proposes a new pedestrian and cycle route from Camley Street into the King's Cross Central development, including a new bridge across the Regent's Canal;
 - ii) Parts of the Regent's Canal, including the whole of the canal towpath along the northern bank of the canal, between the Midland Main Line bridge and Maiden Lane bridge.
- 4.4 The planning application area excludes:
- i) The land, within the applicants' control, referred to as 'The Triangle Site'. A separate outline planning application with its own Development Specification is being submitted to Camden Borough Council and Islington Borough Council for development of the Triangle Site, which lies to the east of the York Way alignment shown on Parameter Plan KXC001. The Triangle Site application is not described or otherwise addressed in this Development Specification, save for the explanation of shopping/food and drink provision at paras 3.23 and 3.24 above. The Triangle Site development is, however, addressed within the Environmental Statement, which has been submitted in support of both outline planning applications (see Section 1);
 - ii) The land, within the applicants' control, referred to as the 'linear land'. The linear land lies between the CTRL embankment and the North London Line. The applicants intend to bring forward an application for the linear land shortly; and
 - iii) The Channel Tunnel Rail Link embankment. The red line application area extends up to the anticipated CTRL fence line.

Post CTRL Site Layout

- 4.5 Parameter Plan KXC002 shows the site layout that is anticipated to exist upon the completion and opening of the Channel Tunnel Rail Link (CTRL), prior to the commencement of King's Cross Central development.¹⁵
- 4.6 The plan shows the layout of roads and the disposition of buildings and other features, including the new CTRL embankment and international terminus at St Pancras, that are currently under construction.

Post-CTRL Site Levels

- 4.7 Parameter Plan KXC003 shows the site ground levels that are anticipated to exist, upon the completion and opening of the CTRL. Some of the levels shown (in metres AOD) are measured, but others are anticipated and reflect CTRL works that are yet to be completed.
- 4.8 The plan shows, in black, a series of measured and anticipated site levels outside the site boundary, for example along the CTRL embankment, Camley Street, York Way and the Euston Road. These levels are shown to provide context.

Principal Public Realm Areas

- 4.9 Parameter Plan KXC004 defines the principal public realm areas that are proposed as part of, and form the underlying 'framework' for, the comprehensive development of the site.
- 4.10 The landscape scheme components for each of the areas shown are defined and described in Section 5 and Annex D.
- 4.11 Parameter Plan KXC004 includes and addresses the 'Area for King's Cross Station Enhancement'. The name of this area reflects the fact that Network Rail is considering separate proposals for a new western concourse at King's Cross Station, within the enhancement area shown on plan KXC004. The Landscape Proposals Plans (Annex D) show the scheme that the applicants propose to implement, in the event that the Network Rail proposals do not come forward, or are materially delayed, beyond the start date for King's Cross Central.
- 4.12 The proposed development includes the re-erection of the linked triplet of gas holder guide frames, on the site of the Western Goods Shed, alongside the Regent's Canal. As explained further below, the application proposes new residential development within the linked triplet of gas holder guide frames, with some shopping/food and drink (A1/A2/A3), D1 and/or D2 uses.
- 4.13 The proposed development also includes the dismantling, relocation and re-erection of the gas holder no 8 guide frame immediately to the west of the linked triplet and the use of the space within it. Together, the four gas holder guide frames would sit within (and form part of) an area of new public realm along the Regent's Canal and this is reflected in KXC004, which shows indicative positions and orientations for the guide frames.
- 4.14 The principal public realm areas shown on Parameter Plan KXC004, would represent some 10.2 ha or 39% of the total site area, at the completion of

¹⁵ Some aspects of the CTRL design are ongoing.

development. These figures exclude the area for King's Cross Station Enhancement, the Midland Yard and York Way. They also exclude those parts of the Regent's Canal and Camley Street that fall within the application area.

- 4.15 Additional local amenity/play space would be provided within individual development zones (see below), for the benefit of residents and potentially others. This additional amenity/play space is not identified on Parameter Plan KXC 004, because specific locations and design solutions cannot be fixed at this stage.
- 4.16 The parameter plan does identify zones for new bridge structures. Four new bridges are proposed to:
- i) Link Canal Square and Granary Square with two bridges across the Regent's Canal, to establish the underlying 'framework' of new routes and spaces referred to above. One of these bridges would replace the existing Exel road bridge shown on Parameter Plan KXC002;
 - ii) Provide a new pedestrian and cycle route from Camley Street into the King's Cross Central development, across the Regent's Canal, as described at para 4.3(i) above; and
 - iii) Link the Eastern Coal Drops with the Wharf Road viaduct (see KXC 002).
- 4.17 Parameter Plan KXC 007 and Annex C provide further information about the proposed new bridges (which are labelled BR1 – BR4).
- 4.18 As shown on the parameter plan, most of the 'development zone boundaries' that mark the dividing line between principal public realm areas and the site development zones, described below, are subject to a horizontal limit of deviation (LOD).

Development Zones

- 4.19 Parameter Plan KXC005 defines the boundaries of the development zones within which:
- i) new buildings and structures would be erected;¹⁶
 - ii) the gasholder guide frames would be relocated and re-erected; and
 - iii) works would be carried out, to other existing buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development.
- 4.20 As shown on the parameter plan, most of the 'development zone boundaries' that mark the dividing line between the development zones and the principal public realm areas shown on Parameter Plan KXC004, are subject to a horizontal limit of deviation (LOD).
- 4.21 The total development floorspace stated in Table 1 would be divided between the development zones in accordance with the floorspace schedule at Annex B. Table 2 below provides a summary description of each development zone.

¹⁶ In some parts of the site, it may be necessary for entrance canopies, cleaning cradles, brise soleil and other services/equipment, attached to new buildings, to overhang the development zone boundaries.

Table 2 – Summary Description of Development Zones¹⁷

Development Zone	Summary Description
A	Mixed use new development. The principal land uses would be offices (B1) with shopping/food and drink (A1/A2/A3) below. Zone A could also include hotel/serviced apartment accommodation.
B	Mixed use new development. The principal land uses would be offices (B1) with shopping/food and drink (A1/A2/A3) below. Zone B could also include hotel/serviced apartment accommodation and some D1 uses.
C	The Great Northern Hotel. The application proposes works to facilitate a range of specified new uses: offices (B1); and/or hotel/serviced apartments. The Great Northern Hotel could also include some shopping/food and drink (A1/A2/A3).
D	The German Gymnasium. The application proposes works to facilitate a range of specified new uses, i.e. those within the A1/A2/A3, D1 and D2 use classes.
E	The southern Stanley Building. The application proposes works to facilitate a range of specified new uses, i.e. those within the B1 and D1 use classes.
F	New residential development alongside the Regent’s Canal, with shopping/food and drink (A1/A2/A3) below.
G	A new pavilion building to enclose and animate the public realm. The application provides for shopping/food and drink (A1/A2/A3) and uses within D1.
H	A new pavilion building to enclose and animate the public realm. The application provides for shopping/food and drink (A1/A2/A3) and uses within D1.
I	The Fish and Coal offices and Wharf Road arches. The application proposes works to facilitate a range of specified new uses, i.e. business and employment (B1) and shopping/food and drink (A1/A2/A3).
J	New residential development alongside York Way, with business/employment (B1), shopping/food and drink (A1/A2/A3) and/or D1 uses below.

¹⁷ Table 2 should be read in conjunction with Annex B and the Parameter Plans. In the event of any discrepancy, Annex B takes precedence.

Development Zone	Summary Description
K	The Midland Goods Shed, Regeneration House and the adjacent Handyside Canopies. The application proposes works to facilitate a range of specified new uses, i.e. those within the D1, D2 and B1 use classes.
L	The Granary building, plus the flanking offices and Transit Sheds (East and West), plus new development within the footprint of the Assembly Shed. The application proposes works to facilitate a range of specified new uses: business and employment (B1), uses within D1, including higher education, a cinema and other land uses within D2; a supermarket and other shopping/food and drink (A1/A2/A3). The applicants are currently in discussions with a higher education establishment to establish new facilities at King's Cross, within the Granary and adjacent buildings. The floorspace figure given in Annex B for land uses within D1 reflect these discussions. However, nothing has been agreed formally. As a result, the floorspace figures also provide for a suitable range of alternative development options.
M	The Eastern and Western Coal Drops, together with their adjacent viaducts. The application proposes works to facilitate a range of specified new uses, i.e. those within the A1/A2/A3, D1 and D2 use classes.
N	The gas holders. The application proposes new residential development within the linked triplet of gas holder guide frames, with some shopping/food and drink (A1/A2/A3) and/or uses within D1 and/or D2. The guide frame for gas holder no. 8 would be re-erected as a free-standing structure, enclosing new play facilities and open space.
O	A new pavilion building to enclose and animate the public realm. The principal land use would be within use class D1. The building could also accommodate shopping/food and drink (A1/A2/A3) uses.
P	Mixed use new development. The application provides for a range of land uses: residential; business and employment (B1); hotels/serviced apartments; a cinema and other uses within D2; a supermarket and other shopping/food and drink (A1/A2/A3). New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.
Q	Mixed use new development. The application provides for business and employment (B1) or residential development along Goods Street, with uses within D1/D2 behind.
R	Mixed use new development including both business and employment (B1) and residential land uses. The application also provides for uses within D1; a cinema and other uses within D2; and shopping/food and drink (A1/A2/A3). New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.

Development Zone	Summary Description
S	<p>Mixed use new development including both business and employment (B1) and residential land uses. The application also provides for uses within D1; a cinema and other uses within D2; and shopping/food and drink.</p> <p>New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.</p>
T	<p>Mixed use new development. The principal land uses would be business and employment (B1) and a Multi Storey Car Park (MSCP), which may include an electrical sub-station, a city car club and other site services/facilities. The application also provides for residential and shopping/food and drink (A1/A2/A3) uses.</p>
U	<p>A new pavilion building to enclose and animate the public realm. The application provides for business and employment (B1) uses, uses within D1 and shopping/food and drink (A1/A2/A3).</p>
V	<p>Site for the district gas governor currently located within development zone B. See Parameter Plan KXC 002.</p>

- 4.22 The development zones include some areas that are also identified as principal public realm areas on Parameter Plan KXC 004:
- i) Development zone M includes the Coal Drops Yard;
 - ii) Development zone N includes public realm around the Gas Holders; and
 - iii) Development zones G, H, O and U, form parts of Granary Square, Market Square and North Square.
- 4.23 This overlap reflects the intended function and purpose of buildings and land uses within these areas:
- i) The Coal Drops Yard would form an important part of the development and refurbishment of the Eastern and Western Coal Drops, for new uses;
 - ii) As explained above, the four gas holder guide frames would sit within (and form part of) an area of new public realm along the Regent's Canal. Together, the gas holders and new public realm also form development zone N; and
 - iii) Development within zones G, H, O and U would accommodate new 'pavilion' buildings that are intended to enclose and animate the public realm.
- 4.24 The precise position and orientation of the gas holder guide frames shown on Parameter Plan KXC005 (and subsequent parameter plans) are indicative. The precise siting and orientation of the gas holders, within development zone N, would be agreed with the LPA later, following the grant of outline planning permission.

Regent's Canal

- 4.25 Parameter Plan KXC006 defines and describes a series of proposed landscaping, towpath improvement, lighting and other works, along the Regent's Canal. For example, the parameter plan indicates a new route between the lower level of the Coal Drops and the Canal towpath. This would be formed by opening up between 1 and 3 of the arches beneath the Wharf Road Viaduct. The precise location of the route is indicative at this stage (see Annex C and Annex E for more information). The parameter plan also shows the proposed new area of public realm around the re-erected gas holder guide frames. This area would be terraced down to meet the towpath level and improve the relationship between the development and the Regent's Canal.
- 4.26 Some of the works shown on the parameter plan would require the agreement of British Waterways.

Access and Circulation

- 4.27 Parameter Plan KXC007 fixes various access and circulation routes that are proposed, as part of the site's comprehensive development. Each of the routes and features shown would be retained and/or developed in the form and location identified on the parameter plan and described in Annex C. Annex C provides a more detailed specification for each of the routes proposed explaining, for example, the minimum width of each route and where routes have been designed to accommodate buses and/or other public transport. Annex C also provides a specification for the new bridges and modified/realigned highway junctions shown on the parameter plan.
- 4.28 The parameter plan includes:
- i) Those existing highways which are to be modified/realigned (Pancras Road, Goods Way and York Way);
 - ii) 6 new/modified junctions along York Way (annotated Jn1 – Jn6);
 - iii) Primary routes;
 - iv) Secondary routes;
 - v) (Tertiary) Routes for access and drop-off only (e.g. by taxis);
 - vi) Pedestrian/cycle (only) routes within development zones;
 - vii) Zones for new bridge structures, to carry proposed routes over the Regent's Canal and link the Eastern Coal Drops viaduct to the Wharf Road Viaduct (annotated BR1 – BR4);
 - viii) Access points for new below-ground service roads; and
 - ix) The location of the principal entry and exit points to/from the London Underground.

Primary Routes

- 4.29 Primary routes would provide the main circulation corridors for vehicles within the site. These routes would accommodate articulated buses and service vehicles. Typically, these routes would have a carriageway width of 7.5 metres, with flared corners, occasionally widening to incorporate a central turning lane or a parking lane on one side.¹⁸ There would be provision for controlled pedestrian crossings where required.

Secondary Routes

- 4.30 Secondary routes would act as distributor roads within the site, allowing vehicular traffic to disperse to, or be collected from, areas of new development. Typically, these routes would have a carriageway width of 7.5 metres, such that they can accommodate 11 metre rigid vehicles, including non-articulated buses.¹⁹

Tertiary Routes (for access and drop-off)

- 4.31 Other, tertiary routes would serve a local access function within the site, allowing vehicular traffic to access individual development plots. Typically

¹⁸ See also Annex C

¹⁹ See also Annex C

(but not always), these routes would have a carriageway width of 5 metres or less.²⁰ Cars and small goods vehicles could use these routes; larger rigid vehicles such as refuse trucks could use them with shared surfacing for over-running.

York Way Junctions

- 4.32 The development would include 2 modified junctions along York Way (Jn5 and Jn6) and 4 new junctions (Jn1 - Jn4). These junctions would incorporate signalisation, pedestrian crossings and advanced cycle lane stop lines as set out in Annex C.

Camley Street Bridge

- 4.33 The proposed new pedestrian and cycle route CAM1 would link Camley Street and a proposed new bridge over the Regent's Canal (BR3), through Camley Street Natural Park. There are emerging proposals for a new visitor centre at Camley Street Natural Park and, for this and other reasons, it is not possible at this stage to fix the alignment of CAM1. The alignment shown on the parameter plan is therefore indicative. A detailed specification for route CAM1 would be agreed with the Borough Council (who own the freehold to Camley Street Natural Park), following the grant of planning permission.

King's Cross Station

- 4.34 The parameter plan also shows:
- i) a route for access and drop-off (SS3 and CON1), to serve King's Cross Station in its existing configuration i.e. without a new, western concourse. SS3 and CON1 would be provided in the event that the Network Rail proposals for a new western concourse at King's Cross Station do not come forward or are materially delayed, beyond the start date for King's Cross Central (see para 4.11 above). As and when Network Rail's proposals do come forward (see para 6.24 below), taxi drop-off would be (re)provided at SS2. Taxi pick-up would be at SUS1, in either scenario; and
 - ii) A potential future pedestrian/cycle route (A1) that could be provided to link up with a potential new bridge across the approach tracks to King's Cross Station from the end of Wharfdale Road (WR1). The Camden and Islington Planning and Development Brief identifies WR1 as a desirable new connection and encourages Network Rail to provide it. As and when the applicants bring forward detailed development plans for the central part of development zone A (see Parameter Plan KXC005), they would include the potential future pedestrian/cycle route marked A1 within those plans, provided there are firm plans and funding in place for the connecting bridge link WR1.

Limits of Deviation

- 4.35 The parameter plan does not show limits of deviation for primary routes. Primary routes would be provided between the development zones either side. The alignment of primary routes is therefore subject to the limits of deviation

²⁰ See also Annex C

shown on KXC004 and KXC005 for the development zone boundaries. The minimum width of primary routes is given in Annex C.

- 4.36 Where secondary, access and drop-off and pedestrian/cycle routes are proposed within development zones, the parameter plan shows, with cross-hatching and shading, the limits of (horizontal) deviation that would apply. The yellow shading shows the limits of deviation for north-south routes within the development zones; the green cross-hatching shows the limits of deviation for east-west routes within the development zones.
- 4.37 The vast majority of the site access and circulation routes shown on Parameter Plan KXC007 would be uncovered and open to the sky, such that they provide a clear, physical and visual 'break' between the street blocks and development either side. The exceptions are:
- i) The potential future pedestrian/cycle route A1 (see above). A1 may be provided as a covered walk-/cycleway, through the new buildings in development zone A;
 - ii) The pedestrian route L1 through the Granary complex (behind the Granary building);
 - iii) The pedestrian/cycle routes R4 and S4. There may be link bridges across R4 and S4, between the buildings either side. Alternatively, R4 and S4 may form covered walk-/cycleways through new buildings in development zones R and S;
 - iv) The access/drop-off routes T1 and T2. These may form covered roadways through new buildings in development zone T, to provide service access to the rear of new properties and the CTRL embankment.
- 4.38 The parameter plan therefore provides information about the 'grain' of the development areas, i.e. the future pattern and size of blocks and streets. For example, the parameter plan confirms that development zone R would include a minimum of 4 street blocks, separated by routes R1, R2 and R3. Each street block may include one or more buildings.

Upper Floor and Ground Floor Land Uses

- 4.39 Parameter Plan KXC008 defines and describes the upper floor land uses along the principal street elevations within the development. Where, for example, one or more contiguous elevations are denoted, with the same unbroken coloured line, to be 'predominantly business and employment', it means that the majority (i.e. more than 50%) of the upper floor floorspace, along that length of elevation, would be business and employment uses (B1).
- 4.40 Parameter Plan KXC009 fixes the ground floor land uses along the principal street frontages within the development. Where, for example, one or more contiguous frontages are denoted, with the same unbroken coloured line, to be 'predominantly shops/food and drink/community and leisure uses', it means that the majority (i.e. more than 50%) of the floorspace at ground level, along that length of frontage, would have a shopping/food and drink, assembly, leisure or institutional use within the A1, A2, A3, D1 or D2 use class.
- 4.41 The plans confirm that the development would have a mixed use character.

- 4.42 The proposed development includes new residential and other land uses within the re-erected guide frames of the gasholder triplet. The guide frame for gas holder no. 8 would be re-erected as a free-standing structure, enclosing new play facilities and open space. These uses are reflected on the parameter plans.
- 4.43 The parameter plans identify the proposed location of the multi-storey car park (MSCP), within part of development zone T, fronting onto the CTRL embankment. The MSCP would provide up to 800 car parking spaces for the use of residential and business occupiers, retail and leisure users, hotel guests, visitors, staff; any city car club and the general public.
- 4.44 Both parameter plans (KXC008 and KXC009) should be read in conjunction with the floorspace schedule at Annex B.
- 4.45 The parameter plans are not intended to show any particular form of built development, i.e. they should not be misconstrued as indicating a ribbon of development around the perimeter of the development zones.

Retained Buildings and Structures and Initial Conservation Plans

- 4.46 Parameter Plan KXC010 shows those building groups and structures that are the subject of initial Conservation Plans submitted in support of the application.
- 4.47 The application seeks planning permission to undertake works of alteration to these buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development, as set out in Table 2 above and the floorspace schedule at Annex B. These works of alteration are defined and described in Annex E²¹ of this Development Specification and summarised at para 3.9 above.
- 4.48 As explained at para 3.8, not all of the items listed above technically require planning permission. Those that do not have been included to present the proposals 'in the round' and to assist the LPA in their assessment and understanding.
- 4.49 The Initial Conservation Plans look beyond the works of alteration proposed as part of this application, to set out the principles for refurbishment that the applicants intend to follow, over the course of the development project. The Initial Conservation Plans also identify further physical interventions that may be required (and therefore applied for) later, as part of a detailed scheme for refurbishment, to support one or more of the specified land uses defined in Table 2 and Annex B.
- 4.50 The building groups and structures for which Initial Conservation Plans have been prepared are:
- i) The Western Coal Drops;
 - ii) The Eastern Coal Drops;
 - iii) The guide frames for the linked triplet of gas holders;

²¹ Annex E does not address the guide frames for the linked triplet of gas holders, as these have already been dismantled as part of the CTRL works. An initial Conservation Plan has been prepared; see para 4.50

- iv) The Granary Complex, including the Granary building; the Granary offices that flank it and Transit Sheds on either side, the Midland Goods Shed, Regeneration House and the East and West Handyside Canopies;
- v) The Fish and Coal offices and the associated Wharf Road Arches;
- vi) The southern Stanley Building;
- vii) The German Gymnasium; and
- viii) The Great Northern Hotel.

Demolition and Relocation Proposals for Listed Building and Conservation Area Consent

4.51 Parameter Plan KXC011 identifies:

- i) Those proposals (referred to at para 1.7) for which the applicants have submitted parallel applications for conservation area consent:
 - a) Demolition of the non-listed Culcross buildings;
 - b) Demolition of the non-listed Western Goods Shed so as to allow the re-erection of the (already dismantled) gas holder triplet guide frames²²;
 - c) Demolition of the non-listed Plimsoll Viaduct;
 - d) Demolition of various other non-listed buildings and structures, including the ‘Laser’ building between the Eastern Coal Drops and Western Transit Shed; the existing Exel bridge over the Regent’s Canal; the ‘bakery’ building and fence to the north of the Western Coal Drops; the existing filling station at the corner of Goods Way and York Way; the existing gas governor; existing substation, storage and security buildings; sections of wall around the former gas works site; sections of wall and fencing around the Granary; structures along the Regent’s Canal; a section of wall adjacent to Camley Street Natural Park; a number of telegraph poles; and structures associated with the existing King’s Cross Station car park.
- ii) Those proposals for which the applicants have submitted separate applications for listed building consent:
 - a) Demolition of the northern Stanley Building;
 - b) Dismantling of gas holder no. 8 so as to relocate and re-erect its guide frame within development zone N, to the west of the site proposed for the gas holder triplet (that site being the Western Goods Shed; see above);
 - c) Demolition of the most northerly bay (one bay only) of the East Handyside Canopy; the removal of the buttress wall that runs northward from the north east corner of the Canopy; and

²² Re-erection of the guide frames for the linked triplet of gas holders, as an outer frame for new residential and other development, would be the subject of a future application for Listed Building Consent.

demolition of the most northerly bay (one bay only) of the West Handyside Canopy; and

- d) Demolition of extensions to the Great Northern Hotel. The applicants seek to demolish the basement (3 offices) and ground floor extension (kitchens, toilet and office) on the south-western façade and the fire escape which crosses the extension; demolish the basement (storage) and ground floor extension (ladies toilets) on the northern façade; remove the railings along the south-western and northern sides of the hotel; cover the lightwell around the south-western and northern sides of the hotel; and renovate the affected façades so as to match, as closely as possible, the existing fabric of the hotel and the new paving surfaces around it.

4.52 These works are necessary to deliver the comprehensive development of the site, as defined and described in this Development Specification and the substantial benefits it would bring: re-erection of the guide frames for the gas holder triplet and gas holder no. 8; the opening-up and economic re-use of other retained historic buildings; economic regeneration of the area generally; and the enhancement of its environment. These benefits are described and assessed in more detail in other documents, submitted in support of this application.

Proposed Finished Site Levels

4.53 Parameter Plan KXC012 shows the revised, finished site levels (in metres AOD) proposed for the King's Cross Central development. Re-profiling works would be carried out to achieve these levels and this would include any necessary site remediation works. The site remediation works may include:

- i) Intrusive investigation and chemical testing;
- ii) Removal of 'hot spots' of contamination;
- iii) Removal of contaminated groundwater;
- iv) On-site treatment of contaminated material;
- v) Cement stabilisation to reduce the combustibility of coal-rich material;
- vi) Placement of protective break or capping layers above areas of the site;
- vii) The use of inert material around proposed utilities;
- viii) The use of imported sub-soils and top-soils;
- ix) The selection of appropriate construction materials for (remediated) ground conditions.

4.54 Parameter Plan KXC012 gives the vertical limit of deviation that would apply to each site level. Where there remains some uncertainty about the site levels that will exist, upon completion of the CTRL project, the plan gives a limit of deviation of plus 2 metres (2,000 mm) and minus 1 metre (1,000 mm).

4.55 In other areas, the limit of deviation would be plus or minus 100mm or 500mm, as appropriate.

- 4.56 The finished site levels across the site would comply with Parameter Plan KXC012, such that none of the principal public realm areas shown on Parameter Plan KXC004, with the exception of Goods Way West, would have a slope gradient of more than 1 in 20 (5%).
- 4.57 The proposed development includes:
- i) Increasing site levels to the south of the Regent's Canal, along the alignment of the Boulevard;
 - ii) The re-profiling of Goods Way;
 - iii) Lowering site levels in the vicinity of the CTRL bridge over the Regent's Canal; and
 - iv) Increasing and regrading site levels across the land to the north of the Goods Yard grouping of heritage buildings (both within development zones and principal public realm areas).
- 4.58 The plan also shows, in black, a series of measured and anticipated site levels outside the site boundary, for example along the CTRL embankment and along York Way. The proposed development would tie into these existing levels, which are shown to provide context.

Development Massing

- 4.59 Parameter Plan KXC 013 governs the massing of new development. It shows:
- i) For each development zone to the south of the Regent's Canal (A – F), the maximum percentage of the total floorspace applied for (as specified in Annex B) that may be constructed 31 metres or more above finished ground floor levels²³; and
 - ii) For each development zone to the north of the Regent's Canal (G-V), the maximum percentage of the total floorspace applied for (as specified in Annex B) that may be constructed 30 metres or more above finished ground floor levels.²⁴
- 4.60 Parameter Plan KXC 013 uses 31 metres above finished ground floor levels as its reference level to the south of the Canal, as the predominant land use would be B1 offices. 31 metres provides for 7-storeys of development, assuming a ground floor of 6 metres and 6 additional floors of 4.1 metres each, floor to floor.
- 4.61 Parameter Plan KXC 013 uses 30 metres above finished ground floor levels as its reference level to the north of the Canal, as housing would be a strong component of many of the development zones. 30 metres provides for 9-storeys of residential development, assuming a ground floor of 5 metres and 8 additional floors of 3.0 metres each, floor to floor.

²³ To be measured at the main entrance to each building.

²⁴ To be measured at the main entrance to each building.

- 4.62 Table 3 below presents the same information as Parameter Plan KXC 013, in tabular form:

Table 3 – Development Massing

Development Zone(s)	Percentage of the total floorspace applied for, that may be constructed H metres or more, above finished ground floor levels	Value of H
A	29 per cent (28,763 sq.m.)	31
B	29 per cent (37,273 sq.m.)	31
C	0 per cent	31
D/E	0 per cent	31
F	0 per cent	31
G/H/O	0 per cent	30
I/M	0 per cent	30
J/K/Q	0 per cent	30
L	0 per cent	30
N	10 per cent (1,450 sq.m.)	30
P and S	25 per cent (39,471 sq.m.)	30
R	25 per cent (25,437 sq m)	30
T/U	15 per cent (15,415 sq.m.)	30
V	0 per cent	30

- 4.63 Parameter Plan KXC013 and Table 3 confirm that the great majority of the total floorspace applied for would be constructed below a height of 30/31 metres, as measured from finished ground floor levels. Overall, no more than 147,809 sq.m. (20.5%) of the total floorspace applied for may be constructed above this level.

Maximum Building Heights

- 4.64 Parameter Plan KXC014 fixes the maximum heights of built development within each part of the site.
- 4.65 No new buildings, plant or other built development would exceed the identified height limits shown on the parameter plan.
- 4.66 The plan also shows, in black, the height of existing and retained buildings within and adjacent to the site. These existing building heights are included to provide context.

Strategic Views

- 4.67 Parameter Plan KXC015 shows the two Strategic Views, designated and protected in strategic planning guidance, that affect the site. These Strategic Views are set out in RPG3 (1989) and RPG3A (1991: Supplementary Guidance for the Protection of Strategic Views):
- i) Parliament Hill (Grid Reference 527269.2, 187487.7, at 112.5m AOD) to St Paul’s Cathedral; and
 - ii) Kenwood House (Grid Reference 527666.1, 186132.3, at 96.5m AOD) to St Paul’s Cathedral.

- 4.68 From each of these view points, a ‘wedge’ shaped View Corridor extends to a maximum width of 300 metres at St Paul’s Cathedral.
- 4.69 The parameter plan shows, in blue, the View Corridors for the Parliament Hill and Kenwood House Strategic Views, compiled from the source material set out in RPG3A. It also shows the Development Plane for each View Corridor, as defined by datum points spaced at intervals, along the centre line.
- 4.70 Parameter Plan KXC 015 has been included to assist interpretation of other parameter plans, in particular KXC 014, which identifies maximum building heights. Together, the two parameter plans show that:
- i) No new buildings, plant or other built development would breach the Development Plane heights for the Parliament Hill and Kenwood House View Corridors; and
 - ii) In many parts of the site, the proposed maximum building height is well below that permitted by the Strategic View Corridors and Development Planes.
- 4.71 In the event of any conflict between the identified height limits on Parameter Plan KXC015 and the View Corridor Development Planes, then the latter would take precedence and restrict development accordingly.
- 4.72 The plan also shows the boundaries of the Wider Setting Consultation Areas that extend either side of the View Corridors. These Wider Setting Consultation Areas were defined to afford some protection to the wider viewing areas from which St Paul’s (in this case) may be seen.

Basement Levels

- 4.73 Parameter Plan KXC016 defines and describes the proposed developments at basement level i.e. below the finished site levels shown on parameter plan KXC012.
- 4.74 The development proposals include:
- i) New basements beneath development zone A, with shared/common access via a service road from Goods Way. This service road could also provide access to new Network Rail servicing facilities, beneath development zone A and ‘Station Square’. These servicing facilities form part of Network Rail’s emerging proposals for a new western concourse;
 - ii) A series of linked basements beneath development zone B and Pancras Square, with a shared/common access road from Pancras Road;
 - iii) A new pedestrian spur, to link into LUL’s below-ground infrastructure and facilitate a new Underground entry/exit within development zone B;
 - iv) The removal of soil from above the Piccadilly Line and Thameslink tunnels, to facilitate new development above;
 - v) The redevelopment of the existing basement level beneath the Western Goods Shed, in development zones N and P, for example to provide basement and foundations for new development within the linked triplet of gas holder guide frames;

- vi) New basement areas beneath development zones P, R and S and parts of development zones J, L and T; and
- vii) New buildings with lower ground levels, to respond to significant changes in level along the Canal, for example around the Coal Drops and at the corner of Goods Way and Pancras Road.

4.75 In terms of new basement floorspace, the application seeks permission for up to:

- i) 32,000 square metres of new basement floorspace within buildings to the south of the Regent's Canal;
- ii) 51,500 square metres of new basement floorspace within buildings to the north of the Regent's Canal;
- iii) 83,500 square metres of new basement floorspace within buildings, in total.

4.76 These new basement areas would be developed within the areas of potential basement construction coloured pink on the parameter plan. The figures given in para 4.75 above do not include the LUL/KXC pedestrian spur, other LUL infrastructure or below-ground service roads within development zones A and B (as described above and shown on the parameter plan).

4.77 New basements constructed within buildings as part of the development would (only) be used for plant and other services and equipment (for example Uninterruptible Power Supplies) storage and parking and these basement areas would be in addition to the floorspace set out in Table 1 and Annex B.

Servicing

4.78 Parameter Plan KXC017 defines those frontages which would not include any direct car park or service yard entrances or direct service access. It confirms that access to car parking/storage and service yard entrances, within the majority of development zones, would be via the secondary routes and 'access and drop off' routes shown on Parameter Plan KXC007.

Utilities

4.79 Parameter Plan KXC018 shows the location and connection strategy for various site utilities, for example water, drainage, power and gas.

4.80 The additional plan CONTEXT1 (see below) shows how these on-site utilities would relate to wider, off-site networks and connections.

Water

4.81 The provision of water supplies may require two new connections to the Thames Water mains supply network:

- i) A connection to existing mains supply at Pancras Road; and
- ii) A connection to existing mains supply at Caledonian Road, via a new main laid along Copenhagen Street.

4.82 A water supply connection between the northern and southern parts of the site could be achieved via a water main crossing over the Regent's Canal, utilising the proposed road bridge shown on Parameter Plan KXC007.

Drainage

- 4.83 At present, drainage is provided via combined sewers through and around the site. To build-in future flexibility, the application proposes to separate storm and foul drainage within the development, only combining these discharges at the points of connection to existing sewers. The application also proposes to divert the existing Camden foul sewer within the site boundary.
- 4.84 Within the new development, an internal foul drainage system would be provided along road corridors. See also para 3.40 above, which explains the design specification of the new drainage infrastructure proposed.

Power

- 4.85 The provision of electrical supply may require new cable connections from two existing points of supply:
- i) New 11kV cable connections from the existing Longford Street substation, approximately 1.5km to the west of the site, via existing roads; and
 - ii) New 132kV cable connections from the existing grid supply point at City Road, approximately 4km to the east of the site, again via existing roads.
- 4.86 A main electrical substation would be provided within the Multi Storey Car Park in development zone T, to transform electricity, supplied from City Road, from 132kV to 11kV. Individual buildings, within the development, would then be connected to on-site ring mains via a ducted cable network. Individual buildings or groups of buildings would be provided with local substations (typically accommodated within the ground floor or basement) that transform power from 11kV to 415V.

Gas

- 4.87 Low pressure gas would be supplied to the site from existing mains located along Pancras Road and York Way. Within the site, a low pressure gas mains network would be established along internal road corridors, with connections and metering points to buildings as required.
- 4.88 Within the southern part of the site, the existing district gas governor, which serves as the main point of low-pressure supply to a significant area of London, would be relocated to development zone V, between Goods Way and the Regent's Canal.²⁵ Relocation of the gas governor would require existing large diameter medium and low pressure mains, along Pancras Road and Goods Way, to be diverted and extended, as shown on Parameter Plan KXC018.
- 4.89 The realignment of Pancras Road and Goods Way, as part of the development, would involve further, multiple services diversions. Some existing utilities would be diverted beneath the new Boulevard, as shown on Parameter Plan KXC018.

²⁵ Subject to agreements being reached with National Grid Transco.

Context Plans

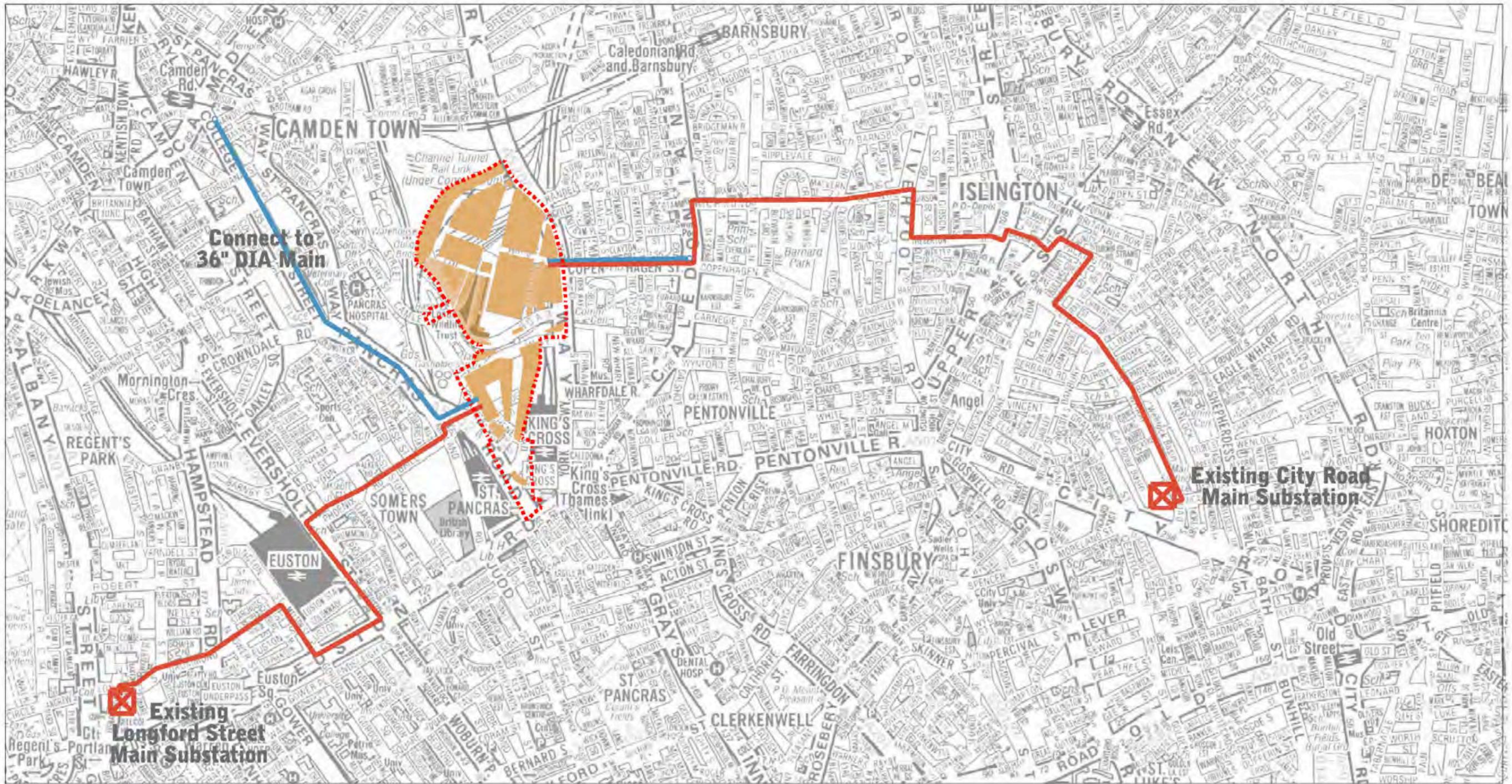
- 4.90 Two additional plans, CONTEXT1 and CONTEXT2 have been included to assist interpretation of the parameter plans and other information presented as part of the Development Specification and to provide information relevant to the Environmental Statement and other assessment documents.

Off Site Utilities

- 4.91 CONTEXT1 adopts a wider geographic focus than Parameter Plan KXC018 and shows the wider connections to off-site utilities along indicative routes. It should be noted that the off-site works illustrated on Parameter Plan KXC018 and plan CONTEXT1 do not form part of the planning application. They would be carried out by statutory undertakers or their agents under Permitted Development Rights.

Example of Selected Composite Layers

- 4.92 CONTEXT2 is a composite drawing of selected layers of information from the Parameter Plans KXC 004, KXC 007 and KXC 008. It has been prepared (only) to serve as a reminder that the parameter plans act, and should be read, together, to define and describe the proposed development.
- 4.93 CONTEXT2 does not include any 'new' information that is not defined and described on the parameter plans.



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Argent St George

King's Cross Central
Planning Application
Scale 1:12000 @ A3

Rev: F

280_PP_70_KXC019_007_040922

Key:

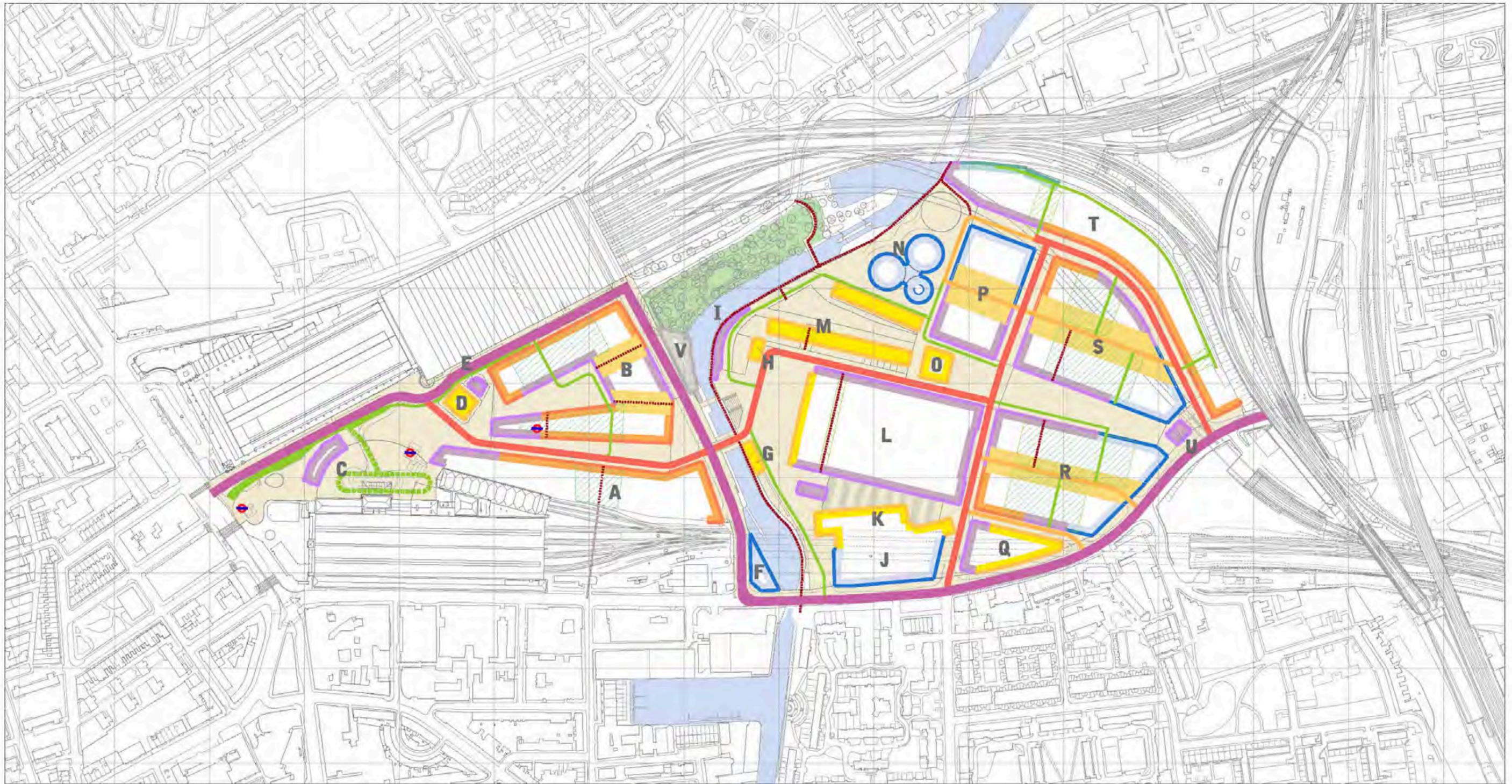
- - - - - Planning Application Boundary
- Indicative alignments for new high voltage power supplies from City Rd and Longford St
- Existing water mains that are likely to be reinforced

NB - The site would also be connected to existing gas and telecommunications services within adopted highways (eg York Way)

**Context 001
Off Site Utilities**

0 100 200 500





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Argent St George

King's Cross Central
Main Site Planning Application
Scale 1:4000 @ A3

Rev: L

080_PP_7D_KXC020_013_040322

Notes:
 This drawing overlays information shown on KXC 004 (Principal Public Realm Areas), KXC 007 (Access & Circulation) and KXC 008 (Upper Floor Land Uses Along Street Elevations).
 The drawing provides an example of how parameter plans should be read together, to define and describe the proposed development.
 See individual drawings for keys.

Context 002
Example of Selected Composite Layers



5 Landscape Proposals

- 5.1 Landscape proposals for each of the principal public realm areas that are proposed as part of, and form the underlying ‘framework’ for, the comprehensive development of the site, are set out in a series of Landscape Proposals Plans at Annex D.
- 5.2 Each Plan defines and describes a series of landscape scheme components proposed as part of this planning application, in the form of a composite key.
- 5.3 Each Plan also includes a drawing, showing the proposed broad layout and disposition of these landscape scheme components, including:
- i) the allocation of space to different uses and activities, for example pedestrian movement and public transport;
 - ii) the way paving and other surface finishes would reflect this allocation of space and the inter-relationship between different levels;
 - iii) areas of new landscape planting and the planting principles to be applied;
 - iv) new landscape features such as steps and water features;
 - v) where opportunities exist to re-use existing/historic materials;
 - vi) opportunities for public art; and
 - vii) the standard of materials and street furniture that would be employed.
- 5.4 The Landscape Proposals Plans should be read alongside the Parameter Plans. The Landscape Proposals Plans repeat some information from the Parameter Plans, but only by way of context and information. In the event of any discrepancy between the Landscape Proposals Plans and the Parameter Plans, the latter take precedence.
- 5.5 The Landscape Proposals Plans should also be read in conjunction with the schedule at Annex C, which provides a specification for access and circulation routes within the development.
- 5.6 At this stage, the applicants seek approval for:
- i) the landscape scheme components for each space, as set out in the composite key for each Landscape Proposals Plan; and
 - ii) the broad disposition and layout of these landscape scheme components, as indicated on the Landscape Proposals Plan drawings.
- 5.7 Precise details of the landscape scheme design for each space, in particular details of proposed boundaries, planting and other features, would be submitted later²⁶, alongside the relevant applications for approval of reserved matters on each major phase (see Section 6 below).

²⁶ The applicants envisage that these details would be submitted pursuant to a condition attached to any grant of planning permission.

6 Implementation Parameters

Future Reserved Matters Applications

- 6.1 The applicants invite the LPA, upon granting planning permission, to impose a condition that requires all future applications for approval of reserved matters to conform strictly with the approved development parameters of this Development Specification, including the Parameter Plans.
- 6.2 As phases and buildings come forward, each application (or group of applications) for approval of reserved matters would be accompanied by an illustrative build out plan showing:
- i) The disposition of any buildings that are already permitted and how the approved uses are incorporated in these buildings;
 - ii) The disposition of any buildings for which approval of reserved matters is sought and how the approved uses are to be incorporated in these buildings;
 - iii) How those development zones, within which buildings have already come forward for approval of reserved matters under (i) and (ii) above, may be built out and completed in conformity with the development parameters set out in the relevant Development Specification and any other matters agreed subsequently with the LPA;
 - iv) Those development zones for which buildings have yet to come forward for approval of reserved matters;
 - v) The relationship between the buildings/development referred in (i), (ii), (iii) and (iv) above.
- 6.3 The submission of up-to-date illustrative build out plans, at each key stage of the development, is intended to:
- i) Help the LPA(s) understand how each phase of development might shape the next; and
 - ii) give them confidence that the approval of reserved matters²⁷ would not prejudice the satisfactory completion of the relevant development zone(s), in line with the original planning permission.

Retained Heritage Buildings

- 6.4 Following the grant of outline planning permission, for comprehensive development of the site, the applicants would prepare a detailed scheme for each retained heritage building, with firm proposals for its refurbishment. The applicants would submit these detailed schemes for approval by the local planning authority and seek any necessary Listed Building Consents or Conservation Area Consents, as appropriate, at the same time.
- 6.5 Each detailed scheme would be supported by a Conservation Plan, which would address the refurbishment, management and maintenance of the building(s) concerned.

²⁷ together with any matters reserved for approval by condition

- 6.6 No works could or would take place until the relevant detailed scheme(s) had been approved, the relevant Listed Building or Conservation Area Consent(s) had been granted (and any relevant conditions had been discharged).

Development Timetable

- 6.7 Most of the site would only be released for development upon completion and opening of the CTRL and this is expected to take place in 2007. It may be possible for some site preparatory and off-site works to take place before this.
- 6.8 The pace of development would depend upon market opportunities and other factors. The applicants cannot (and do not) make any commitments to a particular programme of works, or to a particular sequence of development activity, zone by zone.
- 6.9 There are, however, some works that can sensibly only be undertaken, once other works have been completed or at least are underway. There are also other implementation parameters - concerned with the quality of the development and the delivery of a mix of land uses, at each major stage - that the applicants are committed to, as part of this Development Specification. These important commitments are described below.

Mixed Use Development

- 6.10 Each major phase of development would contain a mix of different uses, including market and affordable/low-cost housing.
- 6.11 Thresholds for the delivery of housing, including affordable/low-cost housing, would be agreed with the LPA, as and when outline planning permission is granted.
- 6.12 Each major phase of development may include works and other development within a number of development zones, across the site.

Shopping/Food and Drink

- 6.13 New shopping/food and drink floorspace provided within zones A, B, F, J, P, R, S and T would be within the lower floors of new B1 office, residential or other buildings. The pace of shopping/food and drink development in these zones would be a function, therefore, of the development programme for other land uses.
- 6.14 Other shopping/food and drink floorspace would be provided within retained heritage buildings (zones C, D, I, L, M and N) and within new pavilion buildings (zones G, H, O and U).

Community, Health and Education Uses

- 6.15 Thresholds for the phased delivery of community, health and education uses would be agreed with the LPA, when outline planning permission is granted.

Gas Holders

- 6.16 The following works would be undertaken, as part of the enabling works for development zone B, subject to the grant of all necessary planning approvals and Listed Building Consents:
- i) The dismantled guide frames for the linked triplet of gas holders would be relocated to the north of the Canal, for cleaning and other

refurbishment works, prior to their re-erection around new residential buildings within development zone N; and

- ii) The guide frame for gas holder no. 8 would be dismantled and relocated to the north of the Canal, for cleaning and other refurbishment works, prior to its re-erection within development zone N.

Car Parking/Storage

- 6.17 At the completion of the development, the car parking/storage provision would comply with the maximum ratios set out in Section 3. In earlier phases, a higher ratio may be permitted, however the final maximum level of parking/storage permitted by the ratios would not be exceeded at any stage.
- 6.18 The final, maximum level of parking/storage permitted by the ratios set out in this Development Specification would be similar to the number of parking spaces in use within the application site, prior to 2001, as stated in Section 2 above.

The Public Realm

- 6.19 The public realm would be developed in phases, alongside the business and employment, residential and other development. The applicants have made the following commitments:
 - i) Station Square and Pancras Square would be finished no later than the completion of built development within development zone B;
 - ii) The Boulevard would be finished no later than the completion of built development within development zone A;
 - iii) Granary Square would be laid out, established and finished at least in part, no later than the completion of refurbishment works to the Granary within development zone L;
 - iv) The public realm within and around the gas holder guide frames would be finished no later than the completion of development within the linked triplet guide frames, within development zone N;
 - v) Market Square and the Long Park would be substantially complete before 1,000 residential units are completed, within the site as a whole.
- 6.20 It remains open to the applicants to bring these items forward in the development programme (i.e. complete them earlier), should they wish to do so.

Infrastructure and Utilities

- 6.21 The gas governor would be relocated and re-provided within development zone V as part of the enabling works for development zone B, subject to agreement with the operator National Grid Transco. Realignment and other works along Goods Way would be carried out at the same time.

King's Cross Station Enhancement

- 6.22 Network Rail is considering separate proposals for a new western concourse at King's Cross Station, within the 'Area for King's Cross Station Enhancement shown on plan KXC004.
- 6.23 The applicants have been working with Network Rail, to ensure that:
- i) The two sets of proposals (for King's Cross Central and King's Cross Station Enhancement) relate well to one another and would deliver a high quality solution to the area between the two main line stations; and
 - ii) If necessary, each project could still be taken forward independently of the other, bearing in mind the many uncertainties surrounding planning permission and other consents, timing, funding and other matters.
- 6.24 As and when Network Rail apply for and receive planning permission and Listed Building Consent for a new western concourse and associated works, and can confirm that the project has fully-secured funding and a firm start date, the applicants would work in partnership, to enable Network Rail to implement its proposals. These proposals are likely to require land within the applicants' control, both for built development and construction purposes and this will require agreement between the parties.
- 6.25 The applicants (Argent St George, LCR and Exel) propose to implement their landscaping and access/drop off proposals for the 'Area for King's Cross Station Enhancement' (shown on Parameter Plans KXC004 and KXC007), in the event that the Network Rail proposals do not come forward or are materially delayed, beyond the start date for King's Cross Central. This would not prevent the subsequent implementation of King's Cross Station Enhancement proposals, should they come forward later.

Supporting Infrastructure Works and Facilities

The application seeks permission for a range of supporting infrastructure works and facilities that may be required:

- i. Cycle racks and spaces, bus and other public transport facilities;
- ii. New and amended lighting;
- iii. New CCTV and other security/surveillance technology;
- iv. Road signing and signalling;
- v. Noise attenuation works;
- vi. Foul and surface water and land drainage works;
- vii. New telecommunications and other information technology infrastructure;
- viii. The provision of on-site utilities such as transformers, waste storage and recycling facilities;
- ix. The replacement, relocation and diversion of pipelines and other services and the installation of new sub-stations;
- x. Ground and groundwater treatment, contaminant and remediation works;
- xi. Relocation, storage and disposal, within the site, of waste matter or arisings from excavations, earthworks, engineering and construction works;
- xii. Demolition works;
- xiii. Retaining and/or boundary structures;
- xiv. Temporary use of land for work sites, storage and access purposes; and
- xv. Public art.

Some (but not all) of these works and facilities are shown on (and governed by) the parameter plans KXC001 – KXC018.

Not all of the items listed above necessarily require planning permission. Those that do not have been included to present the scheme ‘in the round’ and to assist others in their assessment and understanding.

Annex B
Floorspace Schedule for Development Zones

King's Cross Central - Main Site Development Specification
Annex B: Floorspace Schedule for Development Zones

South of the Regent's Canal										
	Total Floorspace Applied for (sq. m.)	Maximum amount of floorspace, within the total applied for, that may be developed as (sq. m.):								
		Business and employment (B1)	Residential	Hotels(C1)/ Serviced apartments	Shopping/food & drink A1/A2/A3	Uses within D1 (see Note 1)	Cinemas (see Note 2)	Uses within D2 (see Note 3)	Multi Storey Car Park	Other (see Note 4)
Zone A	99,185	90,800	n/a	11,150	8,210	n/a	n/a	n/a	n/a	175
Zone A would be a mixed-use new development. The principal land uses would be B1 business and employment with shopping/food and drink (A1/A2/A3) below. See Parameter Plans KXC008 and KXC009. Hotel/serviced apartment accommodation could be developed in lieu of some B1 floorspace, at the southern end, fronting onto Station Square.										
Zone B	128,530	122,830	n/a	27,950	5,350	1,500	n/a	n/a	n/a	350
Zone B would be a mixed-use new development. The principal land use would be B1 business and employment with shopping/food and drink (A1/A2/A3) below. See Parameter Plans KXC008 and KXC009. Hotel/serviced apartment accommodation could be developed in lieu of some B1 and/or A1/A2/A3 floorspace. Some D1 uses may also be inserted, in lieu of some B1 and/or A1/A2/A3 floorspace.										
Zone C	4,675	4,675	n/a	4,675	350	n/a	n/a	n/a	n/a	n/a
Zone C is the Great Northern Hotel (up to 4,675 sq. m.). The application provides for two refurbishment options: B1 business and employment uses; and hotel/serviced apartments. In each case, some shopping/food and drink (A1/A2/A3) could be developed, e.g. on the ground floor, in lieu of the main land use.										
Zones D/E	1,680	705	n/a	n/a	975	1,680	n/a	975	n/a	n/a
Zone D is the German Gymnasium (975 sq. m.). The application provides for a range of potential new uses, within the A1/A2/A3, D1 and D2 use classes. Zone E is the southern Stanley Building (705 sq. m.). The application provides for a range of potential new uses, within the B1 and D1 use classes.										
Zone F	4,475	n/a	3,900	n/a	575	n/a	n/a	n/a	n/a	n/a
Zone F comprises new residential development alongside the Regent's Canal, with shopping/food and drink (A1/A2/A3) below. See Parameter Plans KXC008 and KXC009.										
Total	238,545	219,010	3,900	32,625 (See Note 5)	15,460	3,180	n/a	975	n/a	525

Notes:

- 1 D1 uses include community, health, education and cultural uses such as museums.
- 2 Cinemas fall into use class D2. D2 uses south of the Regent's Canal would not include a cinema.
- 3 D2 (Assembly and Leisure) uses include concert halls, dance halls, nightclubs, casinos, gymnasiums and other sports/recreation areas, including cinemas, which are also identified separately.
- 4 Other refers to service entrances and access to London Underground Ltd (LUL) facilities.
- 5 The application seeks permission to develop up to 32,625 sq m of hotel/serviced apartment floorspace, of which up to 11,150 sq m may be within zone A, 27,950 sq m may be within zone B and 4,675 may be within zone C.
- 6 All floorspace figures are given as gross external areas
- 7 The floorspace figures given exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities. The figures also exclude the district gas governor which would be relocated within development zone V.
- 8 Other than the Multi Storey Car Park, the floorspace figures exclude parking.
- 9 The floorspace figures exclude new basement floorspace. New basement floorspace constructed within buildings as part of the development would be used (only) for plant, services and equipment, storage and parking.
- 10 The floorspace figures also exclude rooftop plant.
- 11 The information given within the shaded boxes does not form part of the planning application and is provided for information only, to aid understanding of the component floorspace figures.

King's Cross Central - Main Site Development Specification
Annex B: Floorspace Schedule for Development Zones

North of the Regent's Canal										
	Total Floorspace Applied for (sq. m.)	Maximum amount of floorspace, within the total applied for, that may be developed as (sq. m.):								
		Business and employment (B1)	Residential	Hotels(C1)/ Serviced apartments	Shopping/food & drink A1/A2/A3	Uses within D1 (see Note 1)	Cinemas (see Note 2)	Uses within D2 (see Notes 3 & 4)	Multi Storey Car Park	Other
Zones G/H/O	3,525	n/a	n/a	n/a	2,250	3,525	n/a	n/a	n/a	n/a
Zones G and H would accommodate new pavilion buildings (up to 1,800 sq. m total). The application provides for A1/A2/A3 and/or D1 uses. Zone O would accommodate a new pavilion building (up to 1,725 sq. m.). The principal land use would be D1. However, up to 425 sq. m. of shopping/food and drink (A1/A2/A3) could be developed, e.g. on the ground floor, in lieu of some D1 space. See parameter plans KXC008 and KXC009.										
Zones I/M	9,165	1,900	n/a	n/a	9,165	2,625	n/a	2,625	n/a	n/a
Zone I is the Fish and Coal building and Wharf Road arches. The application provides for B1 and/or A1/A2/A3 uses. Zone M is the Eastern and Western Coal Drops, together with their adjacent viaducts. The application provides for a range of new A1/A2/A3 uses. Alternatively, some D1 and/or D2 uses could be developed, in lieu of some A1/A2/A3 floorspace. See parameter plans KXC008 and KXC009. Overall, up to 9,165 sq. m of these land uses may be developed, above basement level, excluding public realm and connecting circulation areas.										
Zone N	14,500	n/a	12,500	n/a	2,000	2,650	n/a	2,650	n/a	n/a
Zone N is the gas holders. The application provides for new residential development within the linked triplet of gas holder guide frames, with up to 2,650 sq. m. of D1, D2 and shopping/food and drink (A1/A2/A3) uses below. See parameter plans KXC008 and KXC009. The guide frame for gas holder no. 8 would be re-erected as a free-standing structure, enclosing new play facilities and open space.										
Zones J/K/Q	35,910	9,445	18,350	n/a	650	16,585	n/a	12,075	n/a	n/a
Zone J comprises new residential development along York Way, with B1, shopping/food and drink (A1/A2/A3) and/or D1 uses below (total of 13,950 sq. m.). Zone K is the Midland Goods Shed plus Regeneration House and adjacent Handyside canopies (9,010 sq. m.). The application provides for D1 and/or D2 uses, with the option of some B1 uses in lieu of other floorspace. Within zone Q (12,950 sq. m.), the application provides for B1 or residential along Main Street, within D1 and/or D2 uses behind. See parameter plans KXC008 and KXC009.										
Zone L	54,225	27,825	n/a	n/a	9,250	40,000	8,475	4,750	n/a	n/a
Zone L comprises the Granary, flanking offices, Transit Sheds and the footprint of the Assembly Shed. The application provides for a range of potential new uses: B1 business and employment, D1 uses including higher education, a cinema and/or other D2 land uses, a supermarket and other shopping/food and drink (A1/A2/A3). See parameter plans KXC008 and KXC009. The applicants are currently in discussions with a higher education establishment to establish new facilities within the zone L. The D1 floorspace figure reflects these discussions. The floorspace figures also provide for a suitable range of alternative development options.										
Zones P/S	157,885	98,100	79,375	14,600	5,600	4,700	8,475	8,475	n/a	n/a
Zones P and S would be mixed use new development. As shown on parameter plans KXC008 and KXC009, both zones would include residential development and zone S would also include B1 uses. The application also provides for D1 uses; a cinema and/or other D2 uses; a supermarket and other shopping/food and drink (A1/A2/A3), hotels and serviced apartments. The application provides scope to adjust the relative levels of B1 and residential development, in particular, within the maximum figures applied for. These maximum figures (98,100 sq.m. and 79,375 sq.m.) are mutually exclusive.										
Zone R	101,750	51,000	52,900	n/a	950	1,400	8,475	8,475	n/a	n/a
Zone R would be mixed use new development. As shown on parameter plans KXC008 and KXC009, zone R would include B1 and residential development. The application also provides for D1 uses; a cinema and other D2 uses; and shopping/food and drink (A1/A2/A3). The application provides scope to adjust the relative levels of B1 and residential development, in particular, within the maximum figures applied for. These maximum figures (51,000 sq.m. and 52,900 sq.m.) are mutually exclusive.										
Zones T/U	102,770	79,000	9,850	n/a	600	1,100	n/a	n/a	23,850	n/a
Zone T would be mixed use new development. The principal land uses would be B1 business and employment and, at the southern end of the zone, Multi Storey Car Park. The Multi Storey Car Park (MSCP) may include an electrical substation and other site services/plant. The figures also provide for some residential development and some shopping/food and drink (A1/A2/A3). See also parameter plan KXC008 and KXC009. Zone U would accommodate a new pavilion building (up to 1,100 sq.m.). The application provides for B1 and D1 uses, with potential for A1/A2/A3 uses at the ground floor.										
Total	479,730	267,270	172,975	14,600	30,465	72,585	8,475 (See Note 2)	30,575 (See Notes 3 & 4)	23,850	n/a

Notes:

- 1 D1 uses include community, health, education and cultural uses such as museums.
- 2 The application seeks permission to develop up to 8,475 sq m of cinema floorspace, within zones L, P, S and/or R.
The total cinema floorspace could be provided within a single zone or divided between two or more zones.
- 3 D2 (Assembly and Leisure) uses include concert halls, dance halls, nightclubs, casinos, gymnasiums and other sports/recreation areas, including cinemas, which are also identified separately.
- 4 The application seeks permission to develop up to 30,575 of D2 uses north of the Canal. This (sub) total figure is less than the sum arrived at by adding together the figures for all of the development zones.
The individual figures include options to locate the same floorspace in different parts of the site.
- 5 All floorspace figures are given as gross external areas
- 6 The floorspace figures given exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities.
- 7 Other than the Multi Storey Car Park, the floorspace figures exclude parking.
- 8 The floorspace figures exclude new basement floorspace. New basement floorspace constructed within buildings as part of the development would be used (only) for plant, services and equipment, storage and parking.
- 9 The floorspace figures also exclude rooftop plant.
- 10 The information given within the shaded boxes does not form part of the planning application and is provided for information only, to aid understanding of the component floorspace figures.

Annex C
Specification for Access and Circulation Routes

**King's Cross Central
Main Site Development Specification
Annex C – Specification for Access and Circulation Routes**

Ref on KXC007	Name	Description ¹	Minimum Widths/Dimensions ²	On-Street Parking ³	Materials	Urban Design Status
Adopted Highways						
PRS	Pancras Road South	Adopted highway with buses, cars and taxis north-bound and taxis south-bound. Two-way cycle lane.	Overall min width of 14.3m. Carriageway min. = 6.5m. Footways min = 5.0 m. Two-way cycle lane min = 2.0m.	No	Black top on carriageway. High quality paving and granite kerbs.	Uncovered/open to the sky
PRC	Pancras Road Centre				Black top on carriageway. High quality paving and granite kerbs.	Uncovered/open to the sky
PRN	Pancras Road North				Black top on carriageway. Good quality pavements with granite kerbs	Uncovered/open to the sky
GWW	Goods Way West	Adopted highway for all traffic.	Overall min width of 15.6m. Carriageway min. = 10.0m .including two way cycle lanes. Footways min = 5.5 m.	No	Black top on carriageway along GWW and GWE and high quality pavements with granite kerbs. Stone units on carriageway along CS1 to match high quality paving. Granite kerbs.	Uncovered/open to the sky
CS1	Canal Square(1)					Uncovered/open to the sky
GWE	Goods Way East					Uncovered/open to the sky

¹ Some routes would have dedicated cycle lanes as explained in the table. Elsewhere, cyclists would share carriageway space with other users.

² Many of the routes described would exceed the minimum measurements given in the table, along at least some of their length.

³ On-street car parking would in some cases require a wider street than the minimum given in the table.

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
YW	York Way	Adopted highway for all traffic.	Overall min width of 16.0m. Carriageway min. = 10.0m. Footways min. = 6.0m. Existing on street cycle lanes would be maintained.	No	Black top on carriageway. Good quality pre-cast concrete paving and kerbs.	Uncovered/open to the sky
Primary Routes						
SS1	Boulevard	Route for public transport and taxis north-bound only. Single carriageway.	Overall min width of 17.9m. Carriageway min. = 3.5m. Footways min = 10.0 m.	No	Stone surface on carriageway. Granite kerbs.	Uncovered/open to the sky
BLV	Boulevard	Route for public transport and taxis north-bound only. ⁴ Single carriageway.	Overall min width of 17.9m. Carriageway min. = 3.5m. Footways min = 10.0 m.	No	Stone surface on carriageway to match high quality paving. Granite kerbs.	Uncovered/open to the sky
CS2	Canal Square(2)	Route for public transport and taxis north-bound only. Single carriageway.	Public space with a carriageway width of at least 3.5m	No	Stone units on carriageway to match high quality paving. Granite kerbs.	Uncovered/open to the sky
TS1	Transit Street (1)	Two-way route for public transport and taxis incorporated into the public realm.	Overall min width of 23.0m. Carriageway min. = 7.3m. Footways min = 14.0 m.	No	Granite setts on carriageway. High-quality paving to match Granary Square. Granite kerbs.	Uncovered/open to the sky

⁴ The Boulevard could (physically) accommodate south-bound bus movements, with some adjustment to the landscaping shown on the Landscape Proposals Plans. However, a south-bound public transport route is not proposed, due to the constraints along Pancras Road to the south (PRS and PRC).

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
GSE	Goods Street East	Unrestricted route for all vehicles.	Overall min width of 15.5m. Carriageway min. = 7.5m. Footways min = 6.0 m.	Yes	Black top on road surfaces. Good quality paving on GSE and GSW. High quality stone paving to MS1. Granite kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
MS1	Market Square(1)		Public space with a carriageway min. of 7.5m	No		Uncovered/open to the sky
GSW	Goods Street West		Overall min width of 22.0m. Carriageway min. = 7.5m. Footways min = 10.0 m.	Yes		Uncovered/open to the sky
CA1	Canal Street(1)	Unrestricted route for all vehicles.	Overall min width of 19.4m. Carriageway min. = 7.5m. Footways min = 6.0 m.	Yes	Black top on carriageway surfaces. Good Quality paving with Granite kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
NS1	North Square(1)	Unrestricted route for all vehicles.	Public space with a carriageway min. of 7.5m	No	Black top carriageway. Good quality paving with granite kerbs.	Uncovered/open to the sky
Secondary Routes						
H1	Holder Street(1)	Route for cars, taxis and small servicing vehicles.	Overall min width of 19.4m. Carriageway min. = 7.5m. Footways min = 6.0 m.	No	Black top carriageway. High quality paving. Granite kerbs.	Uncovered/open to the sky

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
CA2	Canal Street(2)	Route for cars, taxis and servicing vehicles.	Overall min width of 22.3m. Carriageway min. = 7.5m. Footways min = 10.0 m.	Yes	Black top on road surfaces. Good quality paving with granite kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
P1	N/A	Route for cars, taxis and small servicing vehicles	Overall min width of 18.0m. Carriageway min. = 7.5m. Footways min = 6.0 m.	Yes	Black top on carriageway surfaces. Pre-cast concrete paving and kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
S1	N/A	Route for cars, taxis and small servicing vehicles	Overall min width of 12.0m. Carriageway min. = 7.5m. Footways min = 4.5 m. (NB. on-street car parking would require additional width)	Yes	Black top on road surfaces. Pre-cast concrete paving and kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
R1	N/A	Route for cars, taxis and small servicing vehicles	Overall min width of 12.0m. Carriageway min. = 7.5m. Footways min = 4.5 m. (NB. on-street car parking would require additional width)	Yes	Black top on road surfaces. Pre-cast concrete paving and kerbs. Distinguishing material in parking bays.	Uncovered/open to the sky
YS	York Street	Access only for cars and small servicing vehicles.	Overall min width of 12.0m. Carriageway min. = 7.5m. Footways min = 4.5 m.	No	Black top on carriageway. Reconstituted stone or similar paving. Granite kerbs.	Uncovered/open to the sky

Ref on KXC007	Name	Description ¹	Minimum Widths/Dimensions ²	On-Street Parking ³	Materials	Urban Design Status
Access/Drop Off (Tertiary Routes)						
SUS1		Taxi pick-up area for King's Cross Station (with or without KXSE)	Carriageway min. of 7.3m.	No	Stone surface with granite kerbs	Uncovered/open to the sky
SS2		Taxi queuing lane and drop off for King's Cross Station ⁵	Minimum lane width of 2.4m.	No	Stone surface with granite kerbs	Uncovered/open to the sky
SS3		Taxi and servicing vehicle access for King's Cross Station. See CON1 below.	Public space with minimum carriageway width of 7.3m	No	Stone surface with granite kerbs	Uncovered/open to the sky
CON1	Concourse (1)	Access and drop-off route to serve King's Cross Station in its existing configuration. CON1 would be provided in the event that Network Rail proposals for a new western concourse do not come forward or are materially delayed, beyond the start date for King's Cross Central.				Uncovered/open to the sky
PR1		Taxi lane and queuing area for King's Cross Station	Minimum lane width of 2.4m.	No	Stone surface with granite kerbs alongside Station Square. Blacktop carriageway with granite kerbs elsewhere.	Uncovered/open to the sky
B2		Taxi and servicing route (one way).	Overall min width of 9.0m. Carriageway min. = 3.5m. Footways min = 5.5 m.	No	High quality stone surface.	Uncovered/open to the sky
PS1		Taxi and servicing route (one way).	Public space with a defined carriageway width of at least 3.5m	No	High quality stone units to match Pancras Square.	Uncovered/open to the sky

⁵ SS2 would be provided to meet taxi requirements alongside the King's Cross Station Enhancement proposals for a new western concourse. In the absence of a western concourse, taxi drop-off would be provided by SS3 and CON1.

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
B1		Taxi and servicing route (one way).	Overall min width of 9.0m. Carriageway min. = 3.5m. Footways min = 5.5 m.	No	High quality stone surface.	Uncovered/open to the sky
GS3		Taxi and servicing route (one way).	Public space with a defined carriageway width of min. 3.5m	No	Carriageway with Granite setts and high quality paving with Granite kerbs.	Uncovered/open to the sky
GS1		Taxi and servicing route (one way)	Public space with a defined carriageway width of min. 3.5m	No	Carriageway with Granite setts and high quality paving to match Granary Square with granite kerbs.	Uncovered/open to the sky
GS2		Out of hours route for small service vehicles (one way) incorporated into the public realm.	Trafficable surface within public realm	No	High quality paving to match Granary Square.	Uncovered/open to the sky
CDY1			Trafficable surface within public realm	No	Re-use/re-lay existing granite setts.	Uncovered/open to the sky
H3		Route for taxis and small servicing vehicles (one way).	Public space with a defined carriageway width of min. 3.5m	No	Stone surface on carriageway and high quality paving. Granite kerbs.	Uncovered/open to the sky
H2	Holder Street	Route for taxis and small servicing vehicles (one way).	Overall min width of 12.9m. Carriageway min. = 7.5m. Footways min = 5.0 m.	No	Stone surface on carriageway and high quality paving. Granite kerbs.	Uncovered/open to the sky

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
MS2	Market Square	Route for taxis and small servicing vehicles (one way).	Public space with a defined carriageway width of min. 4.0m	No	Stone surface to carriageway. High quality stone paving. Granite kerbs.	Uncovered/open to the sky
T1		Route for service vehicles, CTRL maintenance and emergency vehicles.	Overall min width of 9.0m. Carriageway min. = 6.0m. Footways min = 3.0 m.	No	Black top on carriageway. Pre-cast concrete paving and granite kerbs.	May be covered*
T2		Route for service vehicles, CTRL maintenance and emergency vehicles.	Overall min width of 9.0 m. Carriageway min. = 6.0m. Footways min = 3.0 m.	No	Black top on carriageway. Pre-cast concrete paving and Granite kerbs.	May be covered*
T3		Route for service vehicles, CTRL maintenance and emergency vehicles.	Minimum carriageway width of 5m and 3m min. of footways	No	Black top on carriageway. Pre-cast concrete paving..	Uncovered/open to the sky
S2		Route for cars, taxis and small servicing vehicles	Overall min width of 8.5m. Carriageway min. = 4.5m. Footways min = 4.0 m.	No	Black top on carriageway. Pre-cast concrete paving and granite kerbs.	Uncovered/open to the sky
S3		Route for cars, taxis and small servicing vehicles	Overall min width of 8.5m. Carriageway min. = 4.5 m. Footways min = 4.0 m.	No	Black top on carriageway. Pre-cast concrete paving and granite kerbs.	Uncovered/open to the sky

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
LP1		Route for taxis and small servicing vehicles (one way).	Public space with a carriageway width of min. 4m	No	Sealed gravel finish for both pedestrian and light vehicle use.	Uncovered/open to the sky
R2		Route for cars, taxis and small servicing vehicles	Overall min width of 8.5 m. Carriageway min. = 4.5 m. Footways min = 4.0 m.	No	Black top on carriageway. Pre-cast concrete paving and granite kerbs.	Uncovered/open to the sky
R3		Route for cars, taxis and small servicing vehicles	Overall min width of 8.5 m. Carriageway min. = 4.5 m. Footways min = 4.0 m.	No	Black top on carriageway. Pre-cast concrete paving and granite kerbs.	Uncovered/open to the sky
Pedestrian / Cycle Routes						
B4		Pedestrian route	Minimum width of 9 m	N/A	High quality paving to match Pancras Square	Uncovered/open to the sky
B5		Pedestrian route	Minimum width of 9 m	N/A	High quality paving to match Pancras Square	Uncovered/open to the sky
A1	A potential pedestrian route. The applicants would incorporate A1 into their plans for the central part of development zone A, provided there are firm plans and funding in place, at the time, for the connecting bridge link WR1 (off-site and to be delivered by others).					May be covered*
CAM1	A new pedestrian and cycle route between Camley Street and the new bridge over the Regent's Canal BR3. The alignment shown on KXC007 is indicative at this stage. A detailed specification for CAM1 would be agreed with the Borough Council following the grant of planning permission.					May be a covered walkway for added security within the park.
L1	Pedestrian Route through the Transit Sheds and behind the Granary building, in place of the existing access road. Materials will be chosen to complement development within the Granary, Transit Sheds and Assembly Shed site.					May be covered*

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
CDY2		Pedestrian route	Minimum width of 5.5 m (one bay).	N/A	To be selected in the context of detailed plans for the Eastern Coal Drop	Uncovered/open to the sky
S4		Pedestrian route	Minimum width of 6 m	NA	Pre-cast concrete paving.	May be covered*
CDY3	New pedestrian access between the Coal Drop Yard and the Regent's Canal towpath, formed by opening up to 3 of the existing arches beneath the Wharf Road viaduct. The location shown on the parameter plan is indicative at this stage. See Annex E to this Development Specification.					
R4		Pedestrian route	Minimum width of 6 m	NA	Pre-cast concrete paving.	May be covered*
New Bridges						
BR1	New bridge forming a link between the Boulevard and Granary Square. Bridge to carry 2 way traffic including (potentially) bendy buses, with a footway width of at least 5 m.					
BR2	New bridge forming a pedestrian/cycle link between Pancras Square / Canal Square and Granary Square. Bridge to provide a useable width of at least 4 m.					
BR3	New bridge forming part of a pedestrian/cycle link between the Coal Drops and Camley Street. Bridge to provide a useable width of at least 4 m					
BR4	New bridge linking the upper level viaduct of the Eastern Coal Drop with the Wharf Road Viaduct. Bridge to provide a useable width of at least 3 m					
York Way Junctions						
JN1	JN1 would be a signalised crossroad junction providing all movements on each arm, including designated right turn lanes for traffic turning into the Main Site and the Triangle Site from York Way. The junction would include an all-red phase for vehicles to allow pedestrians the opportunity to safely cross the approach arms. Advance stop line cycle facilities would be provided on all arms and pedestrian islands would be provided on the main approaches.					
JN2	JN2 would be a signalised crossroads with minor arms serving the Main Site and Randell's Road. The junction would not be used as a major access into the King Cross Central site and the main priority would be given to vehicles passing along York Way. Pedestrian crossing facilities would be provided on each arm. Pedestrians would be able to cross during a designated phase. Advance stop line cycle facilities would be included on the junction approaches.					

Ref on KXC007	Name	Description¹	Minimum Widths/Dimensions²	On-Street Parking³	Materials	Urban Design Status
JN3		JN3 would provide access only to the central area of the Main Site. The junction would provide a three-arm junction limited to left in/left out movements with a central splitter island on York Way to ensure this restriction is enforced. Through traffic would be discouraged through the design of the junction.				
JN4		A full movements signalised crossroad junction to upgrade the existing York Way/Copenhagen Street priority junction. There are existing proposals by the London Borough of Islington to improve the existing three-arm priority junction to signals and the KXC proposals would extend these plans to incorporate an additional arm serving the Main Site. The junction would allow full movements on all approaches with flared approaches on the York Way to provide designated right turn lanes into the Main Site and Copenhagen Street. Pedestrian crossings and islands would be provided on all arms with the exception of Copenhagen Street. Pedestrians would cross the road 'with the traffic phases' to ensure the maximum operational efficiency of the junction. Advance stop line cycle areas would be provided on all junction approaches linking to on-street cycle lanes where appropriate.				
JN5		JN5 is an existing fully signalised three-arm junction with flaring on the southbound York Way approach to provide a right turn lane into Wharf Road. The junction would be improved and pedestrians would be provided with full crossing facilities. Advance stop line cycle facilities would be provided on all approaches. Pedestrians would be provided with designated phases where traffic is stopped on the approach arms.				
JN6		JN6 is a three-arm signal junction with flaring on the southern York Way arm. The existing signal junction would be improved to enhance the pedestrian and cycle facilities. The flaring would provide for left-turn traffic from York Way into Goods Way to introduce additional link capacity. Lane flaring would also be provided on Goods Way to enable two lanes of queuing for the left and right movements for up to 25 metres on the junction approach. Full pedestrian facilities would be provided, and advance stop line cycle facilities would link to cycle lanes on all approaches.				

* See para 4.37 in the Development Specification for further information.