King’s Cross Central

Triangle 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 development of 1.1ha of former railway lands within the King’s Cross Opportunity Area within the London Boroughs of Camden and Islington.

1.2 The application has been submitted jointly to the London Borough of Camden and the London Borough of Islington by the ‘King’s Cross Central’ development partners, Argent St George, London and Continental Railways (LCR) and Exel plc (jointly referred to as ‘the applicants’).

1.3 This application is one of the planning applications submitted as part of the Kings Cross Central Proposals. The Main Site planning application, which relates to land to the west of the re-aligned York Way, has its own Development Specification (refer to paragraph 2.1 below for an explanation of the realignment of York Way).

1.4 To the north of and adjacent to the Triangle Site, there are advanced plans for a CTRL London West Portal Muster Area. This facility is due to be opened as part of the Channel Tunnel Rail Link (CTRL). It will incorporate a variety of support activities including:

- Signalling;
- A muster area and Forward Incident Control Point for the emergency services;
- A possible maintenance and storage facility;
- Evacuation routes from the CTRL and Thameslink 2000 tunnels; and
- Transformer and switch gear

1.5 The CTRL London West Portal Muster Area site is currently proposed to have an access off York Way to the north of the Triangle Site. This Triangle Site application includes proposals to remove this access, in order to provide a rationalised junction off York Way, to serve both the Triangle Site and the adjacent CTRL London West Portal Muster Area site to the north. This has been discussed with Union Railways North and Rail Link Engineering.

**Structure of the Development Specification**

1.6 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 context and the approach to site-wide issues such as overall floorspace, housing, retail, leisure, community uses and parking standards;

iv) Section 4 defines and describes a series of Parameter Plans. These Parameter Plans form part of the Development Specification. They address and fix (sometimes within Limits of Deviation (LOD)) various elements of the
proposed development, for example, extent of development, access, land uses, levels, areas of amenity space and maximum building heights; and

v) Section 5 describes the relationship between the proposed highway works and the rest of the Triangle Site development, in terms of phasing.

**Type of Planning Application**

1.7 This is an outline planning application, which seeks approval for

i) Means of access in full; and

ii) Siting (to the extent that this is defined and explained within this Development Specification)

1.8 The application does not seek approval, at this stage, for the detailed design or external appearance of any buildings, or for landscaping. Nevertheless, the applicants have submitted an Urban Design Statement and Urban Design Guidelines for the King’s Cross Central proposals as a whole and an Explanatory Statement specifically for the Triangle Site (TES). Together, these documents explain the context within which design details would come forward later, as applications for the approval of reserved matters by the Local Planning Authority/Authorities.

**Highway Proposals**

1.9 Vehicular access to the site is applied for in full. Access would be provided via a new road over the cut and cover tunnel for Thameslink 2000 forming a new junction off York Way. The current proposed access to the adjacent CTRL London West Portal Muster Area would be removed and the new access would then serve both sites. Section 4 and Parameter Plan TS003 provide more details of the proposed access arrangements.

1.10 The access to the site is fixed at this stage for several reasons:

- Technical solutions are limited due to the loading capacity on the Thameslink tunnel, the gradient of York Way and the need to maintain sight lines;

- The applicants have developed a technical solution that rationalises Channel Tunnel Rail Link arrangements (providing access to the CTRL London West Portal Muster Area) and the need for new access for the Triangle Site, into a single junction that meets technical and urban design objectives;

- The access proposal complements the proposed access to the Main Site (see para 1.3 above and para 1.11 below) and avoids conflict with other access off York Way; and

- The access can be fixed without prejudicing the other parameters for this development or the design flexibility that they provide.
Other Supporting Information

1.11 The outline planning application for the Triangle Site is closely related to the outline planning application for the Main Site, which has its own Development Specification. As a consequence, there are many supporting documents that address the King’s Cross Central proposals as a whole and these documents are therefore submitted in support of both applications. The documents supporting both the Triangle Site and Main Site applications are:

Documents that Deal with the Evolution of the King’s Cross Central Proposals as a Whole:

Past Evolution
i) An Urban Design Statement
ii) A Statement of Community Engagement

Future Evolution
iii) Urban Design Guidelines

Documents that Deal with Policy and Assessment Issues (Across the King’s Cross Central Proposals as a Whole):

iv) Environmental Statement;
v) Transport Assessment, together with a Green Travel Plan;
vi) Retail Impact Assessment;
vii) Planning Statement;

Strategy Documents that Deal With Future Implementation of the King’s Cross Central Proposals (as a Whole):

viii) Implementation Strategy;
ix) Environmental Sustainability Strategy;
x) Public Realm Strategy;
xi) Code of Construction Practice; and
xii) Regeneration Strategy.

1.12 In addition, a Triangle Explanatory Statement (TES) has been prepared in support of the Triangle Site application (only), to explain the context for these proposals, their design evolution and the key development issues that relate specifically to the Triangle Site. The TES complements and amplifies information provided in the suite of supporting documents that are submitted in support of both applications, to assist the two London Boroughs in determining the application.
1.13 These documents (listed at paras 1.11 and 1.12 above) do not formally form part of the Triangle Site planning application but are submitted in support of it. They are intended to:

i) describe the context and thinking that lie behind the proposed development;

ii) explain the way in which the applicants would approach the implementation of the proposed development;

iii) define and explain the significant regeneration and other benefits which the proposed development would bring about;

iv) address various 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 LPAs in determining the application.
2. The Application Site

2.1 The application site lies between York Way (as realigned by the CTRL works), the Thameslink 2000 rail line and the East Coast Main Line. The submitted plans do not show the site as it appears today. Rather, they show the site extended to the west by the realignment of York Way, as part of the CTRL works. The site area is therefore larger in 2007 (the likely start year for the King’s Cross Central development) than that currently referred to as the Islington Triangle in the Islington UDP. The application is made for the larger site area, as the proposed development would not commence until after the completion of the local CTRL works, in particular the realignment of York Way.

2.2 At present (2004), York Way is elevated on a viaduct as it runs through the site. Once York Way is realigned, it will be at grade.

2.3 The site does not contain any existing buildings, and consists of railway embankments, disused railway sidings and vacant land in between. There is no existing floorspace on the site.

2.4 The key interaction between the Main Site and the Triangle Site is across York Way, on the Triangle Site’s western boundary. To the east of the site, beyond the East Coast Main Line, the land uses are mainly residential and industrial, with nearby premises occupied by a concrete batching plant. To the north and north east the land uses are also industrial, with the adjacent site being occupied by the CTRL who would share the proposed access to the site off York Way. Further to the north are the CTRL and North London rail lines.

2.5 The CTRL works involve level changes within the site. Site levels as measured and anticipated for 2007 (once local CTRL works are complete) show that the site will drop away from south to north along York Way. Away from the York Way frontage, the site will be almost level. The “baseline” site levels assumed within this Development are thus as follows:

- Approximately +23 metres AOD at the northern part of the site along York Way
- Approximately +28 metres AOD to the south at the corner of York Way and Randell’s Road
- Away from the frontage with York Way, the site will be almost level, at approximately +23 metres AOD.

2.6 As explained in the Introduction, the application site is adjacent to the CTRL London West Portal Muster Area site (see paragraph 1.4 above). The CTRL development will provide access to the London West Portal Muster Area site off York Way via a dedicated access to the north of the Thameslink 2000 cut and cover tunnel. Consent for these works have and are being secured through normal planning procedures and under the CTRL Act 1996 planning procedures.
2.7 This Triangle Site application proposes the removal of this access and the creation of a new shared access over the Thameslink 2000 cut and cover tunnel. It is for this reason that the Triangle Site application site area extends to the north of the final development footprint, to incorporate all of the land required to implement the highway changes proposed.
3. Development Content

Total Development

3.1 The outline application proposes a scheme for:

“Mixed use development of part of the former railway lands within the Camden Kings Cross Opportunity Area and an Islington Area of Opportunity, as set out in this Development Specification. The development comprises residential; shopping, food and drink and professional services within the A1, A2 and A3 use classes; a health and fitness centre (use class D2) incorporating medi-centre facilities, a crèche and community facilities (use class D1); amenity and open space; habitat area; recycling and other ancillary uses; parking; highway works to provide access; and other supporting infrastructure works and facilities.”

3.2 The overall total floorspace proposed within the development is 24,000m². A breakdown of this floorspace is provided at Annex A. Annex B 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 works and facilities.

3.3 The site itself slopes upwards from north to south along York Way. This informs the way the development is described below, as the ground floor at the north end differs from the ground floor at Randell’s Road.

3.4 The proposed development comprises three principal buildings, which would stand as separate structures at higher levels, but which would extend across the site at lower levels with a common lower ground level proposed to be used for car parking (Section 4 of this Development Specification provides a more detailed explanation). The land uses provided within the development are explained below. The extent of development and the interrelationships between the uses are described and explained in Section 4 and on the Triangle Site Parameter Plans.

Residential

3.5 The application seeks planning permission for up to 18,000m² of residential floorspace, providing a maximum of 250 flats across two blocks – Blocks A and B. The 250 unit maximum could be divided with Block A accommodating approximately 158 units and Block B accommodating approximately 92 units.

3.6 Units would be principally one and two bedroom flats, with some two bedroom duplex accommodation. The overall proportions of 1, 2 and 3 bedroom accommodation are envisaged to be as follows:

i. 123 one bed units
ii. 112 two bed units
iii. 15 three bed units

3.7 Units within Block A would be accessed from cores either off a central amenity space (described below), or from the rear of the block, adjacent to the vehicular access. Units within Block B (fronting York Way) would be accessed from several cores, on
York Way itself, and from the amenity space. There would also be access to both blocks direct from the car park.

3.8 The residential accommodation in Block A would be designed such that the level of noise from the rail lines would be kept within acceptable limits, either through the internal arrangements, so that habitable rooms overlook the amenity space, or through glazing solutions or a combination of the two.

Shopping/Food and Drink/Professional Services

3.9 The application seeks permission for up to 2,500m$^2$ of retail floorspace within use class A1, A2 and A3. This floorspace would form part of the maximum retail floorspace of 45,925 m$^2$ sought within the overall Kings Cross Central development, including the Main Site, as explained in the Development Specification for that proposed development (paragraphs 3.23 and 3.24). The retail floorspace within the Triangle Site would be divided into three units or more, with no unit exceeding 2,000 m$^2$ gross in size. The retail element of the proposals could therefore accommodate a foodstore, plus some unit shops on the frontage with York Way, thus creating an active street frontage. None of the retail floorspace would be served by car parking on completion of the Triangle development, although it may have access to spaces within the development’s lower ground/parking level (see below) at the earlier stages of development.

Health and fitness and community uses

3.10 Block C would contain the health and fitness uses, medi-centre and a crèche, with a maximum floorspace of up to 3,500m$^2$. The block would be designed flexibly so that it could be occupied in a variety of ways by a combination of the specified uses in different formats and in different proportions. The uses applied for in Block C include (please also refer to the schedule at Annex A):

- A health and fitness centre. The application provides flexibility so that the centre could accommodate either a swimming pool or a sports hall, as part of the range of facilities provided.
- A medi-centre providing surgery facilities with an associated community room/space.
- A crèche facility

Principal Levels

3.11 The site slopes downwards along York Way from south to north. This means that ‘street’ level along the new site access road from York Way will be one level below street level where the site meets Randell’s Road. This provides an opportunity to accommodate parking and retail uses in an imaginative way, within a layered, mixed use development.
3.12 The Parameter Plans show that there would be four principal levels, described in the summary table below:

<table>
<thead>
<tr>
<th>Level</th>
<th>Notes</th>
<th>Parameter Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Ground Level:</td>
<td>At street level in the north / underground towards the south. A shop</td>
<td>TS004</td>
</tr>
<tr>
<td>Parking</td>
<td>unit would ‘hold’ the corner where the new site access meets York Way.</td>
<td></td>
</tr>
<tr>
<td>Ground Level: Retail</td>
<td>At street level for the majority of York Way. Entrance to retail,</td>
<td>TS005</td>
</tr>
<tr>
<td></td>
<td>residential and health and fitness facilities at this level.</td>
<td></td>
</tr>
<tr>
<td>Garden Level</td>
<td>Above street level. Access to dwellings and potentially to the health</td>
<td>TS006</td>
</tr>
<tr>
<td></td>
<td>and fitness facilities at this level. Accessed from street level by</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ramps, steps and garden lift.</td>
<td></td>
</tr>
<tr>
<td>Upper levels</td>
<td>Majority of residential accommodation; upper levels of health and</td>
<td>TS007</td>
</tr>
<tr>
<td></td>
<td>fitness facility.</td>
<td></td>
</tr>
</tbody>
</table>

**Access and Parking**

3.13 Vehicular access to the site is applied for in full, for the reasons given in paragraph 1.10 above

3.14 The vehicular access to the site would be off York Way, over the cut and cover tunnel for the Thameslink rail line. This access would serve both the Triangle and CTRL London West Portal Muster Area site. CTRL would be responsible for the access into their site from the point at which the reconfigured access leaves the Triangle Site application boundary. The Triangle Site access road would then lead into the lower ground parking level and to a covered service access bay at the rear of the site. Please refer to Parameter Plans TS003 and TS004

**Pedestrian Access**

3.15 Access to the site for pedestrians would be provided in the following ways:

- Access for residents of Block A would be provided via cores adjacent to the main site access;

- Access for residents of Block B would be provided directly from York Way via residential cores;

- There would be access for residents of Block A and Block B off York Way, via a garden lift to the central amenity space, which would provide access to the residential cores. There would also be direct access for residents from the car park;

- General pedestrian access where the site meets Randell’s Road, for the benefit of residents and users of the health and fitness and medi-centre facilities, as shown on Parameter Plan TS005.

- Direct access to the retail units fronting York Way.
• Disabled access would be provided to all parts of the development, via lifts (within residential cores) from the lower level of car parking; via the ‘garden lift’; and via ramps from street level at Randell’s Road up to the central amenity space.

Parking

3.16 In terms of parking, a maximum of 185 parking spaces would be provided as follows:

• Parking for the residential accommodation to be provided at a maximum average ratio of 0.5/unit, i.e. a maximum of 125 spaces.

• A maximum of 60 spaces (the remainder) for the health and fitness facilities.

3.17 There would be no uncontrolled public parking and no dedicated parking for the retail uses on completion of the development, although retail occupiers may have access to parking spaces at the earlier stages of development (when spaces will have been constructed at lower ground level but not yet taken up by future residential occupiers).

Amenity Space

3.18 A central amenity space between the three ‘blocks’ would be provided as part of the development, for the use of residents and users of the health and fitness and related facilities. This space could comprise gardens, seating areas, play areas for children (as part of a crèche facility), and buffer space between the main garden and the lower residential dwellings. There would be no ‘uncontrolled’ public access to this amenity space; nevertheless, it would be a busy and well used space, providing access into the residential blocks.

3.19 Where the site fronts Randell’s Road, the buildings have been designed to step back from the highway to form a new area of public realm, where seating could be provided outside a retail unit. These proposed public realm enhancements would also provide a high quality entrance to the health and fitness and medi-centre facilities.

Other Uses

3.20 Other uses proposed for the site are either ancillary, or fall outside the traditional use classes order description of uses.

3.21 Ancillary areas are proposed within Block A at Ground Level and adjacent to Block C at lower ground and garden levels. These ancillary areas would be used for plant, to accommodate waste and recycling facilities, and for circulation.

3.22 The far corner of the site, up to the point where the rail lines converge, would be retained as a habitat area. The detailed design of this area would seek to provide habitat considered complementary to the adjoining railside habitat.

3.23 Block B or Block C could incorporate a Centre Management Office. The functions of this office could include:

• management of the car park
• management and maintenance of the amenity space
• community safety co-ordination
3.24 Plant and other supporting facilities for the development could be accommodated either within the blocks and/or within the car parking areas.

Environmental Performance and Sustainability

3.25 All new buildings would be designed to achieve high BREEAM and EcoHomes ratings, with an aspiration for excellent (or equivalent assessment method and ratings).

3.26 The new drainage infrastructure provided within the Triangle Site would achieve a stormwater discharge to the existing sewers 10% less than the existing, maximum allowable discharge, calculated on the principle of equivalent discharge (74 l/s\(^1\)). The new drainage infrastructure would be designed such that the peak discharge from the Triangle Site to the existing sewers would not exceed 67 l/s. Foul water discharge would be to the York Way sewer.

\(^1\) 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 7 Parameter Plans which form part of the application are described below. Each of the Plans should be read together with its key and the information below, which provides more detail in relation to levels, limits of deviation and other parameters.

4.2 The site slopes downwards along York Way from south to north, from its junction with Randell’s Road to the northern boundary of the application site. Therefore, what is ‘ground’ (street) level at one part of the site may be above or beneath ground level at another part of the site. Where this occurs, it is described fully in the context of the relevant Parameter Plan below.

4.3 An additional plan has been prepared: Context 001. This is not a Parameter Plan, and is designed to show the relationship of the Triangle Site with the principal development zones on the Main Site. This plan indicates the locations of the three main development blocks on the Triangle:

- Block A: mainly residential; bounded by the Thameslink 2000 Line;
- Block B: retail and residential; has its frontage to York Way;
- Block C: health and fitness, medi-centre and community uses; bounded by the East Coast Main Line.

TS001: Planning Application Area

4.4 Parameter Plan TS001 shows the planning application area. The plan confirms that the application site falls within both the London Borough of Camden and the London Borough of Islington. The plan also indicates the existing (2004) alignment of York Way which clearly demonstrates the impact of the future realignment on the site area.

4.5 The planning application area includes:

- York Way up to the boundary of the Main Site application area;
- The land required to create the new/reconfigured access off York Way. The base for this plan shows the access for the CTRL London West Portal Muster Area site that forms part of the CTRL development. The Triangle Site proposals would remove this access, and provide a rationalised access to both the Triangle Site and the CTRL site over the Thameslink 2000 cut and cover tunnel as shown on TS003 (see below). The application site incorporates all of the land required to carry out these highway changes.

TS002: Post CTRL Site Layout and Levels

4.6 Parameter Plan TS002 shows the site layout and levels that are anticipated to exist upon completion and opening of the Channel Tunnel Rail Link (CTRL), prior to the commencement of the Triangle Site development. The plan shows the final layout of roads and the final disposition of the CTRL works that are currently under construction.
4.7 The plan also shows the 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 Anticipated levels within the site boundary are shown in red.

4.9 Measured and anticipated levels outside the site boundary are shown in black to provide context, in particular along York Way and Randell’s Road.

**TS003: Site Access**

4.10 This Parameter Plan shows the proposed new joint access off York Way to serve both the Triangle Site and the CTRL London West Portal Muster Area. The plan shows the extent and configuration of the access, within Limits of Deviation. The application provides access to the CTRL site up to the point at which it leaves the Triangle Site boundary.

**TS004: Lower Ground/Parking Level**

4.11 Parameter Plan TS004 shows the lowest level of built development. At the northern end of York Way, adjacent to the site access, this level is at street level, and the Parameter Plan shows that there would be a retail unit on the corner. Adjacent to the unit on York Way, there would be a lift access referred to as the ‘garden lift’ which would provide access for residents and other key holders to the amenity space above.

4.12 The remainder of the built development at this level would comprise parking for cars and cycles and access to levels above. Due to the ‘upward slope’ of the site towards Randell’s Road, this parking would be principally below street level and so would not be visible from outside the development. The length of development frontage where the lower-ground (parking) level would be below adjacent street level is indicated on TS004.

4.13 The Parameter Plan also shows the vehicular access to the site off York Way. This site access would serve the CTRL London West Portal Muster Area site, as well as to the Triangle Site parking level shown on the plan. Beyond the access to the car park, an area of hard standing would be provided as a turning space for service vehicles. Due to the slope of the site, this area would be slightly banked and provide service access at the next level up (shown on Parameter Plan TS005).

4.14 Pedestrian access at the lower ground level would be provided:

- Into Block A from the northern elevation, adjacent to the main site access
- Directly off York Way into the retail unit on the corner of the site
- Via the ‘garden lift’ up to the amenity space above (see Parameter Plan TS006)

4.15 At the far corner of the site, the proposed habitat area shown would be a fenced off area with no public access. The detailed design of this area would seek to provide habitat considered complementary to the adjoining railside habitat. A limit of deviation is incorporated as the exact line of the future fence cannot yet be determined.
4.16 The ancillary area shown on the plan would be for waste and recycling facilities, plant and circulation space, to be used by residents and other occupiers of the site, for example retail operators. Recycling uses would be local to the Triangle but would contribute to the sustainability of Kings Cross Central as a whole. A limit of deviation is shown on the plan as the precise area that would be required for these ancillary facilities has not yet been determined.

**TS005: Ground/Retail Level**

4.17 This is the second level of built development, and the one with the majority of street frontage. Consequently, the main retail development would be located at this level, in order to provide an active street frontage along York Way and at prominent corners, with direct access from York Way.

4.18 Pedestrian access to the site would be provided at this level, within the following parameters:

- Directly off York Way into the retail units and into residential cores for units in Block B;
- A new area of public realm at the southern end of the site would provide an entrance into the development as a whole, as well as an entrance point for Block C. Ramps and steps would lead from this level up to the amenity space (Plan TS006).

4.19 Two ancillary areas are shown. The area adjacent to Block C would be for plant associated with the development. The area to the north of the site within Block B would be for plant and circulation space principally associated with the residential units above.

4.20 To the rear of the site, a servicing bay is indicated. Service vehicles would access the site and use the hardstanding area shown on TS004 to reach the service access bay shown on the plan. Retail occupiers, the health and fitness centre (and associated users) and where necessary residential occupiers would use this service access for deliveries, removal lorries etc. Refuse collection and emergency access would also be via this service access.

**TS006: Garden Level**

4.21 Parameter Plan TS006 shows the next level up where the built development would appear as three separate blocks. Blocks A and B would be in solely residential use at this level and levels above. Block C would contain the health and fitness, medi-centre, crèche and related facilities. This block is designed to be flexible, so the uses are not delineated within the block at this stage. The health and fitness centre would be capable of accommodating either a pool or a full height sports hall, alongside other facilities.

4.22 Pedestrian access would be provided at this level from the amenity space into the residential blocks via cores. There would also be access into the amenity space from the health and fitness facility centre, and from street level below as shown.

4.23 The amenity space is envisaged as private space for the use of residents and other key holders, users of the crèche and possibly users of the health and fitness centre.
4.24 The ancillary area shown at this level would mainly be for plant associated with the development.

4.25 TS006 also shows (in red) the maximum building heights of the various blocks. No new buildings, plant or other built development would exceed the identified height limits shown (in AOD) on the Parameter Plan. The plan also shows, in black, the heights of existing buildings and the maximum heights of the proposed Main Site development, across York Way, to provide context.

**TS007: Upper Levels**

4.26 Parameter Plan TS007 shows a typical upper level of Blocks A and B, above the maximum height of Block C, to indicate the variations in height across the development. The plan repeats the maximum building heights of Blocks A and B, as discussed at para 4.25 above.
Key:

- Development Zones on the King's Cross Central Main Site (from drawing KXC005)
- Proposed Triangle Configuration
- Triangle Site Amenity Space
- Planning Application Boundaries for Main Site and Triangle Site

Context 001
Anticipated Levels within Site Boundary
Measured and anticipated Levels outside Site Boundary

C.T.R.L access to be constructed prior to 2007

Key:

- Land within Planning Application Boundary
- Development Zones on the Kings Cross Central
- Main Site (from drawing KXC 005)

Site Levels (Metres A.O.D)

- +23.1
- +26.1

C.T.R.L London
West Portal Muster Area

Channel Tunnel Rail Link (C.T.R.L.)

Thameslink Line

East Coast Main Line

Re-Aligned York Way

Randell's Road

C.T.R.L access to be constructed prior to 2007

0 25 50

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Proposed Access

Key:

- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone / Area Boundaries
- Development Zone / Area Boundaries (L.O.D ≠ 2.5m)
- Development Zone / Area Boundaries (L.O.D ≠ 5.0m)
- Site access including new Junction arrangement, access to car park and hardscaping e.g. for turning of service vehicles

N.B. L.O.D. = Horizontal limit of deviation

C.T.R.L access to be removed

C.T.R.L London West Portal Muster Area

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Lower Ground Level

Key:
- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone / Area Boundaries
- Development Zone / Area Boundaries (L.O.D + 2.5m)
- Development Zone / Area Boundaries (L.O.D + 5.0m)
- Area of public realm
- Site access including new junction, access to car park and hardscaping e.g. for turning of service vehicles
- Retail unit (within A1, A2, A3) with pedestrian access from York Way
- Area of parking plus access via lifts and stairs to upper levels
- Ancillary area (plant, waste recycling, circulation)
- Proposed Habitat area
- Length of development street frontage where parking would be below adjacent street level
Ground Level

Key:
- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone / Area Boundaries
- Development Zone / Area Boundaries (L.O.D ≥ 5.0m)
- Development Zone / Area Boundaries (L.O.D ≥ 2.5m)
- Area of public realm accessed from Randell's Road, providing access to the Health, Fitness, Medi Centre and community facilities
- Service area - covered access to retail and other uses
- Retail unit(s) (within A1, A2, A3) with pedestrian access from York Way
- Access (garden lift) from street level to Amenity space
- Ancillary area (plant, waste, recycling, circulation)
- Health, Fitness, Medi Centre and community facilities
- Ramped and stepped access from street level to Amenity Space at Garden Level

Proposed Ground Level within Triangle Site Boundary (vertical L.O.D ≥ 2.5m)
Argent St George
King's Cross Central
Triangle Site Planning Application
Scale 1:1000 @ A3

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Key:
- Planning Application Boundary
- Development Zones:
  - Main Site (from drawing KXC 005)
  - Development Zone / Area Boundaries
- Development Zone / Area Boundaries (L.O.D +5.0m)
- Development Zone / Area Boundaries (L.O.D +2.5m)
- Maximum Height Sub-Division
- Residential with pedestrian access from York Way, rear of Block A and Amenity space
- Retail unit(s) (within A1, A2, A3) with pedestrian access from York Way
- Access (garden lift) from street level to Amenity space
- Ancillary area (plant, waste, recycling, circulation)
- Health, Fitness, Medi Centre and community facilities
- Amenity space and planting with access into adjacent buildings
- Maximum Height within Triangle Site Boundary (metres A.O.D)
- Maximum Height (metres A.O.D) within the Kings Cross Central Main Site (from drawing KXC 014)

TS006

Garden Level
Rev. D

0 25 50

0 45 90 135 180

N
Key:

- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone Area Boundaries
- Development Zone Area Boundaries (L.O.D + 5.0m)
- Development Zone Area Boundaries (L.O.D + 2.5m)
- Maximum Height Sub-Division
- Residential

Maximum Height within Triangle Site Boundary (metres A.O.D)
Maximum Height (metres A.O.D) within the Kings Cross Central Main Site (from drawing KXC 014)

C.T.R.L. access to be removed.
5. Implementation Parameters

**Future Reserved Matters Applications**

5.1 The applicants invite the LPAs, 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.

**Implementation**

5.2 The implementation of the Triangle Site development would to a large extent be dependent on the progress made within the Main Site and on other external factors and so cannot be specified at this stage.

5.3 In terms of implementation parameters for the site, the key issue will be the creation of the joint access with the CTRL London West Portal Muster Area. It is assumed for the purposes of this planning application that the following sequence would occur:

i. CTRL would implement their scheme access to the north of the Thameslink 2000 tunnel, in advance of the Triangle Site development;

ii. The subsequent Triangle Site development would begin with the creation of the new joint access, and the subsequent removal of the CTRL access, to ensure that access to the CTRL site is maintained at all times.
King's Cross Central – Triangle Site Development Specification

Annex A: Floorspace Schedule

<table>
<thead>
<tr>
<th>Use</th>
<th>Total Floorspace Applied for (sq.m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>up to 18,000</td>
<td>To provide up to a maximum of 250 dwellings in Blocks A and B.</td>
</tr>
<tr>
<td>Retail</td>
<td>up to 2,500</td>
<td>Within Block B and beneath amenity space. All units to have frontage to York Way.</td>
</tr>
<tr>
<td>D1/D2 uses</td>
<td>up to 3,500</td>
<td>The application seeks permission for specific uses within Block C including a sports hall; swimming pool; other indoor sports, fitness and recreation facilities including a gymnasium; medical/health facilities; crèche/day nursery facilities; and day centre/public hall facilities.</td>
</tr>
<tr>
<td>TOTAL</td>
<td>up to 24,000</td>
<td>-</td>
</tr>
</tbody>
</table>

1. All figures are gross external
2. 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.
3. The floorspace figures exclude parking.
4. Up to 185 car parking spaces would be provided within the development. The overall maximum car parking/storage ratio for residential uses would be 0.5 spaces per unit (up to a maximum of 125 spaces). The remaining spaces (up to a maximum of 60 spaces) would serve the D1/D2 uses proposed. The proposed retail uses would have no dedicated parking at the completion of the development. However, in earlier phases, a proportion of the spaces applied for may be used for retail parking.
5. The floorspace figures exclude plant.
Annex B

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;

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. Retaining and/or boundary structures;

xiii. Temporary use of land for work sites, storage and access purposes; and

xiv. Public art.

Some (but not all) of these works and facilities are shown on (and governed by) the parameter plans TS001 – TSC007.

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.