A framework for regeneration

work in progress

The third consultation document about King's Cross Central, with tear out pages for your views.

September 2002

The front cover shows completed canvas cards on display at the Somers Town Festival of Cultures. See page 18.

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Our ideas

This document presents work in progress at King's Cross Central. It has been prepared to seek your views.

We have included a lot of information about the project on many different subjects. Some people will be interested in the detail. Others will not. We have tried to cater for both.

To make it easier to read and find your way around, we have divided the document into a number of sections, as listed opposite. For most sections, there are question sheets at the end for you to tear off and complete. You can complete as many or as few as you like – you do not have to answer every question if you do not want to.

To assist you, there is a glossary at section 8 to explain some of the terms used in the document, for example ‘mixed use’.

Your views

You can respond to this document and make your views known in several ways. You can:

• Complete and post back, to our freepost address, the tear out pages of questions at the end of various sections, using the envelope provided at the back of the document;
• respond electronically, by answering the questions via our web site: www.argentstgeorge.co.uk

Please respond by 30th November 2002.

In the meantime, we will be holding and/or attending a series of events, to exhibit and present our work in progress. These events will provide opportunities for you to ask questions, discuss and debate ideas. We will be sending out information about these events separately (and posting the details on our web site).

We will also attend as many local community and neighbourhood meetings as possible. Please let us know if you would like us to attend a meeting in your area.

Your views are important and will make a difference.

Thank you.
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1 Introduction

Argent St George, London and Continental Railways (LCR) and Exel are the developers and landowners taking forward the redevelopment of King’s Cross Central.

This is our third consultation document about King’s Cross. It builds upon the ideas and information presented in two earlier documents:

Principles For a Human City, published July 2001; and


Printed and electronic copies of these documents are still available from Argent St George. Contact details (including email and website addresses) are printed on the back page.

Our ten ‘Principles For a Human City’ are ...

1 A robust urban framework
2 A lasting new place
3 Promote accessibility
4 A vibrant mix of uses
5 Harness the value of heritage

Parameters for Regeneration explains the results of some 18 months research into a range of topics and issues, to inform our development plans. These ‘parameters’ include:

- Land ownership and boundaries
- The Channel Tunnel Rail Link
- Planning policy expectations
- High density, mixed use development
- Strategic views
- Adjoining neighbourhoods and local communities
- Heritage and environmental resources
- Transport infrastructure
- Services and utilities
- Viability

The document is intended to let people know about the principal challenges and opportunities that King’s Cross Central presents.
A Framework for Regeneration

A Framework for Regeneration presents our latest work in progress. We have now developed ideas which can be shared - for discussion and debate - and we would like to get your comments and opinions.

The document:

• sets out the fantastic opportunity at King’s Cross Central;

• explains how the past and present development of King’s Cross presents us with a major challenge - a fragmented and disconnected city;

• describes a framework of new public routes and places which we believe can:
  - help join up the city;
  - integrate King’s Cross Central with existing neighbourhoods and communities in Camden, Islington and Bloomsbury; and
  - provide the template, over time, for the introduction of new buildings, land uses and activities

• presents a range of development ideas, for each part of the proposed framework; and

• asks questions, at regular intervals, which we hope you will tear out and complete. The questions provide an opportunity for you to comment on our proposals and ideas; to say where you agree and disagree; express your preferences and priorities and explain them.
**King’s Cross Central ...**

This is an exciting and unique combination of circumstances.

The right response lies in high quality, imaginative proposals that are financially viable, adaptable and deliverable, in a range of market conditions. By the start of the next decade, King’s Cross Central should be a role model for a sustainable world city, a rich mix of city life at a world-class transport interchange.

It should be a busy, thriving and exciting destination; a confluence of people and activity; an outstanding place to live work or just ‘be’.

It should shape and define a place that is successful, safe and inclusive, one that provides many and varied opportunities for different groups to meet their economic, cultural, social and other needs. It should be attractive to residents, businesses, employees and visitors and fulfil our demanding aspirations for the built environment – human scale, variety and choice, a sense of place and belonging, the chance of delight and surprise.

**“My view... is the city is a robust, tough place. Sometimes people try to be too sensitive and delicate with it. Actually, the objective for King’s Cross should not be to be polite and genteel, but should be to really make something absolutely fantastic, something quite exceptional, something you can’t find anywhere else in this country. So that in 100 years time, 200 years time, 300 years time they say ’you know, Kings Cross, that’s the real Venice of London, that’s the best and the most interesting place to go.’”**

_Dickon Robinson_

Development Director of the Peabody Trust

Video interview - www.kxc21.co.uk
The opportunity: Kings Cross Central looking north, with the Channel Tunnel Rail Link works in progress (April 2002)
King’s Cross Central has a major part to play in facilitating economic development and contributing to the capital’s continued growth. Regeneration must also deliver a range of benefits to existing local communities including:

• new opportunities for jobs, training and housing;
• improved access to health care, education and other services; and
• a better urban environment - a more accessible, better designed and better managed public realm.

We must all grasp this unique opportunity. If we do, we can achieve and deliver:

• density, diversity and flexibility
• a successful mix of businesses, homes, shops and other uses/activities
• an integrated transport system for the 21st century
• a clear identity, one that reflects the area’s unique accessibility and other qualities
• a successful economy, broadly-based across every business sector and size
• strong communities
• a clean and safe environment
• healthy populations, free from crime and the fear of crime
• excellent cultural, entertainment and recreation facilities
• first rate services
• the dynamic and innovative re-use of heritage buildings and other assets
• a bold approach to urban design, reflecting the values that people place on their historic environment, to complement and enhance the best from the past
• well-designed, energy-efficient buildings
• a varied and distinctive skyline
• lively public uses and activities, all year round
• an attractive and successful public realm – well-designed streets and animated public spaces, for the benefit of everyone
An artist’s impression of the new public realm within King’s Cross Central
A Place for people

The public realm lies at the heart of these aspirations. It should connect real places together, integrate communities and their neighbourhoods and make the city safe to use and easy to understand. It should put people first, working for all groups in society.

This is why we have used the term ‘human city’. We want King’s Cross to be a lasting new place for people, one that can continue, over time, to support successfully their changing patterns of social and economic behaviour.

Diversity

Creating a lasting new place for people means planning for diversity:

- in the provision of new business premises for the full spectrum of London business, from blue-chip UK and international companies to smaller, fledgling and start-up enterprises;
- in employment and training provision, with a wide variety of new jobs and other economic opportunities, across every sector of London’s economy;
- in the supply of new homes, across the full range of market, social, key worker and other affordable housing;
- in the leisure, entertainment, community and cultural ‘offer’ at King’s Cross. The sheer breadth of things to do at King’s Cross and its ability to change and reinvent itself should be what defines its attraction and makes the place successful;
- in the availability of high quality local healthcare, education and other services; and
- in the imaginative design and management of successful public spaces, catering for a wide variety of uses and activities.
A fantastic opportunity your views ... 

Your Name: ........................................
Organisation: (if any) ........................................
Contact Address: ........................................
Postcode: ........................................

1. What do you **like** most about King’s Cross today?

2. What do you **dislike** most about King’s Cross today?

How would you sum up the opportunity at King’s Cross?

In following sections we map out some broad ideas for change that we would like your views on. But first, we would like to know:

Please tear along the perforations, and place the completed form in the FREEPOST envelope provided at the back of this document. Alternatively place it in any envelope and return to:

**Argent St George**
**FREEPOST**
5 Albany Courtyard
Piccadilly
London
W1J 0HF
3. Which 3 words or phrases sum up the kind of **place** you would like King’s Cross to be?

1. 

2. 

3. 

4. Where are your favourite streets, squares and other **public spaces** within Central London (or other cities)? Why are these your favourites?

5. What are the most important things you believe need to happen, to **change** King’s Cross for the better?

6. Changing King’s Cross will take a long time. What do you think should happen **first**?
We propose to create a new public space in front of the Granary building
To facilitate and accommodate diversity and opportunity and, ultimately, to deliver our vision of a human city, we need to establish a basic structure or framework. This means an arrangement of routes and public spaces - be it traditional streets and squares or other links and connections - to and through the surrounding city. Establishing the right framework is very important. It will provide the template, over time, for buildings, new land uses and activities.

“Ultimately, the urban framework of routes and spaces is as important as the buildings and land uses which it serves. It is this framework which will shape the overall ‘sense of place’ at King’s Cross and provide the conditions to optimise economic value – not just in year 1, but many decades later.”

Principles For A Human City

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**Figure 1:** Major routes, spaces and urban blocks

**Figure 2:** Patterns of development
Existing King’s Cross

The past development of King’s Cross presents us with a major challenge. One of its legacies is that this part of the city is very fragmented and disconnected.

Figures 1 and 2 present an analysis of the urban areas which adjoin and lead into King’s Cross Central. Figure 1 illustrates the pattern and orientation of major routes and spaces (shown in white) and the way these divide and define ‘urban blocks’ of built development.

Figure 2 shows how these urban blocks have been sub-divided and built out, to form the city that we can see today. Almost every block reveals a different pattern of development, a different combination of buildings, internal routes and internal spaces. Nevertheless, there are some common features. Much of the urban form dates from the 20th century. Single buildings or other large-scale developments dominate many blocks, with relatively few breaks for streets or other connections.

Of course, there are also older buildings and structures. Some of these are listed for their special historic or architectural interest (Figure 3). Other buildings and structures, whilst not listed, are considered to make a positive contribution to the character or appearance of local conservation areas (Figure 4).
The Channel Tunnel Rail Link (CTRL)

The major engineering work to deliver Section 2 of the CTRL, through East London into a new international terminus at London St Pancras, began in July 2001. The works will be complete by 2007.

The CTRL will introduce new buildings and structures on a significant scale. St Pancras Station will be refurbished and extended, with a new platform deck extending over the land to the west of Camley Street. When the station works are finished, St Pancras station will have a site coverage or ‘footprint’ more than twice the size of the existing station building.

The CTRL will run into this international terminus on a new embankment. The new railway will be some 8 metres higher than the surrounding land as it crosses the northern part of King’s Cross Central, arriving at the extended station at existing track level.

Work is also underway to improve and enhance King’s Cross underground station. London Underground are extending and refurbishing the existing ticket hall and constructing two new ones. These works are related to the CTRL project.
Some recent aerial images of the site and adjoining areas (April 2002) are shown below. The first and last photographs, in particular, start to show the scale of the CTRL and related works and the physical changes they will make to the area.

The photographs also reveal the close relationship between King’s Cross Central and more built-up, higher density areas of Central London.

The photographs illustrate the challenge to redevelop the former railway lands to:

- Form an integral, natural part of the high density, central area;
- Recognise and capture the special historic qualities of the area;
- Provide new links to existing neighbourhoods and communities; and
- Ensure that they can benefit from the process of regeneration.
The need for new links and connections

Figure 5 shows the context within which these changes are taking place. It highlights the dominance of various barriers and reveals a series of ‘urban compounds’, each with a single or dominant land use.

The canal, its boundary walls, the stations, railways and roads form physical boundaries, impeding movement through the area and contributing to safety problems. Pedestrian movement across these barriers is generally limited to designated access points and crossings.

The urban compounds act as physical or perceived barriers, similarly preventing ease of movement and discouraging public access.

For example, almost all of the land between the new CTRL embankment and North London Line is earmarked for existing transport, aggregate and cement facilities that are affected by CTRL works.

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**Legend**

- Boundary of King’s Cross Central
- Railway embankment barriers
- Other built-form barriers
- Urban compounds
- Access points to canal
- Existing vehicular and pedestrian connections across barriers
- Existing pedestrian connections across barriers

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Figure 5: Barriers to movement
It is unlikely that the underlying urban structure of the surrounding area, the basic pattern of urban blocks illustrated in Figures 1 to 5, will change significantly.

There may be opportunities, however, for the local Councils or others, to redevelop or restructure sites that act as urban compounds, to open them up and promote better pedestrian movement.

For example, there may be opportunities for Camden Council to redevelop parts of the Cedar Way Industrial Estate and, within Islington, Peabody Trust have prepared a regeneration masterplan for the Ten Estates.

There may also be opportunities to address existing barriers, for example along the canal and its boundary walls. Figure 6 shows some of the opportunities that may exist, between now and 2007 and thereafter, to establish new pedestrian links towards, into and through the King’s Cross Central site.

**Figure 6** anticipates the completion of the CTRL works in 2007. It also anticipates other potential changes, to local links and barriers, over the lifetime of the King’s Cross Central project.
A robust urban framework

Figure 6 confirms that there are a range of options, to the east, to make and enhance pedestrian links between the King’s Cross Central site and adjacent parts of Islington.

To the west, there are opportunities to make more of the Regent’s Canal, Camley Street and Goods Way, but there are few opportunities for new connections.

We have looked at new bridges or tunnels, over or under the CTRL embankment, to improve links with Camden Town. Our conclusion is that new structures of this kind are impractical.

Of course, our framework for King’s Cross Central must anticipate and respond to those changes that are feasible, to enable the best possible integration with surrounding areas.
Establishing the right framework of major routes and spaces and, between them, the urban blocks of built development, must be the first step. Thereafter, we can continue to test and refine, over time, how each block should ultimately be developed.

There are many examples of this in London. Some of the most successful parts of Central London, for example the West End, Soho, Bloomsbury, Marylebone, Clerkenwell and other City fringe areas, continue to benefit from a robust urban framework of public streets and public spaces. These places have been able to adapt over time and they remain desirable places to live and work. Many are also destinations in their own right and they reveal patterns of development that have already shaped Central London for the better.
Young people

We have begun to get the views of children and young people about these and other issues. We have been working with a local team from Fluid Design, to carry out consultation with children and young people, through their schools and youth groups.

So far, we have involved some 200 young people from 4 schools and 3 youth clubs/groups, in Camden and Islington. They have been undertaking ‘mind map’ and ‘hot spot’ exercises, completing canvas cards, taking part in daily diary, camera and video projects and interviewing local stakeholders.

We have posted more information about the project, and its results, on a new dedicated website, www.kxc21.co.uk.

Over the page, you can read a list of the comments made by children and young people. Some of the issues raised are set out on the map, opposite.

Please add to or comment on the ‘key issues’ map and send it back to us.
Your Name: ____________________________

Organisation: (if any) ____________________________

Contact Address: ____________________________

Postcode: ____________________________

What issues would you highlight - and where?

Please tear along the perforations, and place the completed form in the FREEPOST envelope provided at the back of this document. Alternatively place it in any envelope and return to:

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5 Albany Courtyard
Piccadilly
London
W1J 0HF

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Future ‘mind maps’ drawn by local children
This section ... presents our work in progress to define and shape a framework for King’s Cross Central, one that will:

- Reflect and incorporate our ‘Principles For A Human City’;
- Take full account of the constraints and opportunities set out in ‘Parameters for Regeneration’;
- Address the challenge of a fragmented and disconnected city;
- Provide opportunities to:
  
  “establish a variety of areas and places within King’s Cross Central, each with its own character and sense of place. We want to see areas and places that are lively throughout the day and/or evening, with a varied sense of rhythm. The mix of land uses will therefore vary.”

Parameters for Regeneration, p27

- Ensure that each of these different areas and places relates to adjoining neighbourhoods and communities, makes new connections between them and assists in their wider regeneration; and
- Give the landowners, developers and local authorities the scope to respond, over time, to changes in:
  - market demands
  - the needs of building occupiers
  - technology
  - best practice design

This section explains the thinking behind our framework for King’s Cross Central (above)
We would like to establish a major new public route up to the Granary.
Framework principles

We believe that three principles should underpin our framework for King’s Cross Central. We ought to:

- Create a **network of safe pedestrian routes** and other connections, to join up different parts of the city and integrate King’s Cross Central with existing neighbourhoods and communities in Camden, Islington and Bloomsbury;

- Learn from the **urban grain** of Central London, its pattern of built development, to combine (a) streets, squares and other routes and spaces that are easy to use and understand, with (b) opportunities to develop buildings that will be attractive to their users and occupiers and commercially and socially successful; and

- **Embed the best historic buildings** and other heritage features within the new development, within the fabric of the city.

**Figure 7** presents a series of four drawings that illustrate how we began applying these principles to King’s Cross. The first drawing in the series (7.1) highlights the grouping of historic buildings and features along the Regent’s Canal.

This ‘**Goods Yard**’ was once the hub of the site, a hive of activity and the meeting point for 3 transport modes – railway, canal and road. It was also a market place, a place of business, competition and enterprise.
We believe that the Goods Yard should, once again, become all of these things. It should be a thriving hub of activity, a busy market place at the confluence of transport routes – the canal, the towpath, new pedestrian connections in each direction, new high quality bus services and, potentially, the Cross River Transit tram system proposed by London’s Mayor.

Of course, we are no longer talking about a place for goods, but rather for people. The Goods Yard can be reinvented, to provide people across London with a new destination, a collection of public places that provide many and varied opportunities for people to meet their economic, cultural, social, leisure and other needs.

At the centre of the Goods Yard, there is an opportunity to develop a landmark space in front of the Granary building: “The resultant site layout has created a defined space in front of the Granary enclosed by the Eastern Coal Drops and the Fish and Coal Offices akin to a city square...”

Conservation Area Statement for the Regent’s Canal

To the west, the Goods Yard is more complex, with ramps accessing a lower yard area between the Coal Drops. These different surface levels provide a dynamic quality to the urban space and an opportunity to capture a sense of the site’s history of transport and industrial uses, create interest and diversity and enhance links with the Regent’s Canal.

The second image (7.2) highlights the second main grouping of heritage buildings, in particular the Grade I listed stations of King’s Cross and St Pancras. Here, there is an opportunity to define a second civic space, linked to the Goods Yard by a major new public route (7.3).

The fourth drawing (7.4), shown how the public places and functions of the Goods Yard could be extended further north, between and then beyond the Coal Drops and Granary building, with links to a further public space along York Way.

The sequence of drawings is brought together in Figure 8. Figure 8 shows how the routes and spaces within King’s Cross Central could enhance the local pedestrian network and capitalise upon the opportunities highlighted in Figure 6. It indicates a network of links towards, across and through the new development, connecting public spaces and integrating parts of Camden and Islington.
Heritage buildings and structures

Government planning policy on the historic environment states that:

“In general, it is better that old buildings are not set apart, but are woven into the fabric of the living and working community.”

Planning Policy Guidance Note 15, para 2.14

This lies at the centre of our approach to King’s Cross, in particular the reinvention of the Goods Yard as a collection of public places. We do not want to create an artificial heritage ‘park’, disconnected from the rest of the city.

The physical form of its buildings, structures and surfaces was driven by particular forces and considerations - commercial competition and rivalry, economic practicality, engineering and efficiency.

The map, left, presents a snapshot of the ‘railway lands’ in 1894. The Goods Yard was an enclosed, private facility, on the edge of Victorian London. Transport and industrial uses dominated and competed with each other for land and other resources, spilling over into what are now adjacent sites - the British Library and Camley Street Natural Park.

To inform our plans, we are conducting a thorough assessment of the existing heritage buildings and structures at King’s Cross Central. Various ideas for the refurbishment and potential re-use of buildings and structures are presented within this document. We are working closely with both Camden Council and English Heritage to appraise these ideas. Achieving our vision for King’s Cross will mean significant changes and major alterations. The original development of the site in the 19th Century was for transport and industrial purposes.

The map shows clearly that the principal axis of movement was to and from the north and north-east. Goods came in by train and railway lines fanned out across the site, to enable loading, unloading and servicing to take place.

We are now faced with a very different challenge. How to encourage the movement of people – not goods – in different directions, from south to north, to the east and west, across and through the site, to make the place a successful part of Central London.

These are good reasons why we should be prepared to consider the removal of some buildings and features. We must take into account their nature, condition, location and overall potential for re-use; balancing the need to conserve the historic environment with the economic, social and environmental benefits of redevelopment and regeneration.

There are other buildings and features which present major difficulties for our redevelopment and regeneration. These buildings are shown in blue denoting potential demolition. They are:

• The Culross buildings (No. 7) lie directly between the stations and the Goods Yard, across the alignment of our proposed new public route (a key part of our framework).

To King’s Cross Central. It

Figure 9 highlights the main heritage buildings and other features within and adjacent to King’s Cross Central. It shows in red those buildings and structures which we believe firmly should be retained and refurbished/adapted, as necessary, to provide for a productive re-use. These buildings will afford us a tremendous advantage and opportunity, in terms of establishing a cultural identity and a sense of place. They will positively enhance the public realm of the new city quarter.

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The British Library was once a Goods Yard

Camley Street was once coal drops

Railway fanned out across the site

The railway lands in 1894

Figure 9: Our current view of existing heritage resources

Figure 9 highlights the main heritage buildings and other features within and adjacent to King’s Cross Central. It shows in red those buildings and structures which we believe firmly should be retained and refurbished/adapted, as necessary, to provide for a productive re-use. These buildings will afford us a tremendous advantage and opportunity, in terms of establishing a cultural identity and a sense of place. They will positively enhance the public realm of the new city quarter.
• **The Assembly Shed** (No. 18) falls within the curtilage of the Granary Complex, but is not otherwise of special architectural or historic interest. Its replacement would allow new productive uses to be accommodated, in the heart of the Goods Yard.

• The northern portion of the **Western Goods Shed** (No. 10). The timber clad, rear portion dates from the early part of the 20th century. We believe its removal would enable a better, more successful redevelopment of the Goods Yard.

• **The Plimsoll Viaduct** (No. 12). The removal of the viaduct would assist in opening up this area, to create a new public place at the lower ground level, between the Coal Drops.

• The **link canopy** (No. 21) between the Midland Goods Shed and the Granary complex. Removal of the canopy would help open up the site and facilitate viable new uses within the buildings either side.

We continue to discuss each of these buildings and structures with Camden Council and English Heritage. No decisions have yet been taken.

We are keeping the potential retention and re-use of other buildings and structures, shown in orange, under review. The buildings and structures under review include the Midland Goods Shed, Regeneration House, the Great Northern Hotel, Stanley Buildings, the single Gas holder No. 8 and the former triplet of gas holder structures.

The former location of the gas holder triplet is shown in Figure 9. The structures have now been dismantled and are stored on site, pending a decision about their future (see Section 5e).
King’s Cross Station

A number of buildings are ‘under review’ pending detailed plans for the expansion of King’s Cross Station.

Our ‘Parameters’ document explains that the Strategic Rail Authority (SRA) and Railtrack aim to upgrade King’s Cross Station to meet modern requirements, enhance its capacity and allow more services to be run.

At the same time, Railtrack is looking at relocating the ticket hall and other functions from the single storey building fronting onto the Euston Road. This modern building, given temporary planning permission, detracts from the Grade I Listed Building and English Heritage, Camden Council and others seek its removal.

Over the last few months, we have been examining, with the SRA and Railtrack, how much additional capacity should be provided at King’s Cross.

In April (2002), the Government made a positive and welcome decision. It endorsed the principle of expanding and refurbishing King’s Cross Station, with a new passenger concourse and four new platforms on the west side of the existing building.

We welcome the Government’s decision. It means we can now explore, in further detail, how best to expand and refurbish the Station, in partnership with the SRA, Railtrack, London Underground, Camden Council, English Heritage and others.

Figure 10: Existing King’s Cross Station

Legend

- Ticket office / passenger facilities
- Public space
- London Underground entrance
- Concourse
- Existing suburban platforms
- Existing single storey concourse
- Existing tunnels (3)
- King’s Cross Station
- St. Pancras Station
- York Way
- Pancras Road
- Camden Road
As stated in our ‘Parameters’ document:

“We support the upgrading of King’s Cross Station and it could play a major role in the regeneration of the area. It is important, therefore, to get it right. Any redevelopment scheme should be funded; deliverable and based firmly on operational needs.

We are also keen to see an overall solution that meets all of the various design, regeneration, heritage, rail capacity and other transport planning objectives.

For example, any scheme should reflect a thorough appreciation of wider regeneration issues, such as the need to make the most of the railway lands behind and the opportunity to improve connections south of Euston Road”

At this stage, until we have more detailed information about the station requirements and what they are likely to mean for the whole of the ‘southern hub’ (Section 5c), it is prudent to regard the Great Northern Hotel and the Stanley Buildings as ‘under review’.

Construction of a new fourth tunnel into King’s Cross, to service the expanded station, could also affect the Midland Goods Shed and Regeneration House, which are shown as ‘under review’ in Figure 9.
Framework routes and spaces

Figure 12 presents a second set of four drawings. They show how we propose to turn the principles in Figure 8 into a physical framework of routes and spaces. The urban landscape of the Goods Yard (12.1) would establish a new public realm, with major new avenues extending north and south, to connect with new public spaces between the stations and along York Way.

The avenues would extend the public spaces and functions of the Goods Yard from one end of King’s Cross Central to the other, accommodating pedestrians, cyclists and public transport uses; and providing opportunities for new tree planting, green space and outdoor facilities and events.

As part of our framework, we propose a new pedestrian bridge, across the Regent’s Canal, to reintegrate Camley Street Natural Park (once the site of coal drops, accessed by a siding over the canal) into the Goods Yard and promote better links towards Camden Town.

Figure 12.2 shows how the legacy of the past - existing buildings, geometries and alignments, the conjunction of different urban grains - would have a primary role in shaping the development of the site, defining the location of new buildings and prompting the form and scale of new public spaces. For example, the proposed pattern of blocks north of the canal picks up the alignment and geometry of the Granary complex, coal drops and other historic buildings, to echo the way the railways and associated buildings fanned across the site in the 19th century.
The third drawing (12.3) shows how these public routes and places would establish a physical framework for the development. The drawing indicates, with arrows, where secondary routes might be formed, within the urban blocks, depending on the size and shape of future new buildings.

To the south of the canal, the principal east-west route would be along Goods Way, which would remain a traffic route for cars, buses, taxis and other vehicles, as well as pedestrians and cyclists. We believe it is important to retain Goods Way as a public highway.

At the same time, we think priority should be given to pedestrians, public transport and other users crossing the road on the new public avenue.

A further east-west route would connect into the site across York Way, along the north side of the Granary complex, linking into Copenhagen Street.

The final image, 12.4, reveals how this framework could translate into areas (or blocks) available for built development.
Land uses

Figure 13 indicates our ideas for a possible distribution of ground floor land uses. Surrounding ground floor land uses are also shown, to put King’s Cross Central into context.

The new development could provide a new concentration of public uses - shops, bars, cafés, restaurants, leisure and community uses - along the principal routes and within the Goods Yard.

These uses would add richness and diversity to the city and be well-located for existing communities within both Camden and Islington.

Elsewhere, along busy roads and railways, the predominant ground floor use would be business and employment space, including workshops and ‘nursery’ units for start-up businesses, as well as larger premises. As far as possible, we intend to keep any ground floor housing away from the noise and fumes of busy roads and railways.

Legend

- Predominantly residential
- Predominantly business/employment
- Shops, restaurants, bars and cafes
- Other public uses (e.g. leisure, sport and community uses)
- Mixed residential, employment and other uses
Figure 14 shows a possible distribution of upper floor land uses.

It shows how new housing could be accommodated:

- along the Regent’s Canal close to St Pancras Basin and York Way;
- along York Way, north of Regent’s Canal;
- immediately to the north of the Coal Drops;
- within the Islington Triangle;
- opposite the Islington Triangle, to the south of York Way; and
- within other ‘mixed use’ areas.

The main concentrations of business/employment space would be:

- along the CTRL embankment; and
- between the King’s Cross and St Pancras stations and the Regent’s Canal.
The public realm

The public realm that will underpin the success of these land uses is illustrated in Figure 15. Figure 15 highlights the routes and spaces within King’s Cross Central, to illustrate their wider integration with existing open spaces and linking pedestrian routes in Camden and Islington.

The new routes and spaces would help join up the city and integrate King’s Cross Central with existing neighbourhoods and communities in Camden, Islington and Bloomsbury.

There are a number of ‘cartoon’ images throughout the document. One of these cartoons, depicting the coal drops, is shown opposite. They indicate our intention to create public places for everyone to enjoy. We want to see lots of activities taking place all year round.

Figure 15: The public realm - linking open space and water space in Camden and Islington

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We want to see lots of people and activity between the Coal Drops.
Transport

Figures 16 and 17 show how King’s Cross Central would:

- link into the surrounding road network
- give priority to pedestrians, cyclists and public transport within the Goods Yard and along the main north-south avenues
- benefit from a unique combination of rail, underground, bus/tram and other public transport services

Figure 17 summarises the principal public transport opportunities.

King’s Cross is served by six underground lines. King’s Cross is the third busiest station on the underground network, used by some 70 million passengers per year. As explained earlier, London Underground has already commenced works to improve and enhance King’s Cross Station.

Work is also underway to construct a new Thameslink 2000 interchange, beneath St Pancras Station. Thameslink 2000 will extend and enhance existing Thameslink services, resulting in more trains; more through trains; longer trains; more destinations; and new interchange connections (e.g. to the CTRL).

In addition, the boundaries of the site are well served by bus routes, providing direct links to surrounding areas.

Figure 16: Movement hierarchy

Legend

- Surrounding street network (A roads)
- Surrounding street network (other roads)
- Places where pedestrians, cyclist and public transport would take priority (occasional car/vehicle access only)
- Principal routes within King’s Cross Central for cars and other vehicles
- Other potential vehicle routes
However, there are currently no bus services within the site, along Midland Road, Goods Way or along Copenhagen Street / towards Upper Street.

The King’s Cross Central development would provide opportunities to extend and enhance these bus services as illustrated in Figure 17.

In the longer term, the Mayor has proposed a new ‘intermediate mode’ scheme referred to as Cross River Transit. This could see trams linking King’s Cross with Euston, Camden Town, Holborn, Waterloo, Elephant and Castle and other areas. The scheme could be completed by 2011. If so, our framework could accommodate Cross River Transit, along (some of) the principal routes coloured red in Figure 17.

The Mayor has also proposed an underground route between Hackney and South West London, now referred to as Crossrail 2.

In due course, there may also be enhancements to the North London Line. These enhancements could potentially include a new North London Line station close to York Way.

The draft London Plan, published recently by Ken Livingstone, sums up the position as follows:

“King’s Cross has the best public transport accessibility in London. This will improve further with the completion of the Channel Tunnel Rail Link, Thameslink 2000 and the Cross River Transit.” (para 2B.25)
Your views

This section has explained our proposed framework for King’s Cross Central, the network of routes and spaces that will provide the template, over time, for the introduction of new buildings, land uses and activities. It has also illustrated and explained:

- the principles that underpin our framework;
- the studies underway, exploring how best to expand and refurbish King’s Cross Station;
- the implications the framework may have for existing heritage buildings and structures;
- the way existing buildings, geometries and alignments would have a primary role in shaping the development of the site, defining the location of new buildings and prompting the scale and form of new public spaces;
- the possible distribution of land uses across the development;
- how the proposed new public realm would integrate with existing open spaces and linking pedestrian routes, across Camden and Islington; and
- how the development would benefit from a unique combination of rail, underground, bus / tram and other public transport services.

We continue to test and refine the framework and we would like to hear your views. The tear-out page below provides an opportunity to comment on our principles and ideas, to say where you agree and disagree.

An artist’s impression of how the main east-west street north of the Granary complex might look
What do you think of the development framework? Your answers to these questions will help us to firm up on the framework, which will form a key part of our future planning applications. We would like to know:

1. We have set out a framework of public routes and public spaces (Figures 12 and 15). Would these routes and spaces help to connect and integrate neighbourhoods and communities?
   - Yes
   - No
   - Not sure

   Would they help to make a place that is safe to use and easy to understand?
   - Yes
   - No
   - Not sure

   Please use the space below to comment further/give reasons for your answers:

2. What difference, if any, would the new public routes and spaces make to your daily life and experience of King’s Cross?

3. Do you see any problems with the framework? For example, have we missed any important opportunities?

4. How do you think transport opportunities should be improved? What do you think of the ideas shown in Figures 16 and 17?

5. Do you think the framework responds positively to the potential expansion of King’s Cross Station? If you think the answer is “no”, please tell us why:

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6. We think there might be good reasons for removing some of the existing buildings and structures on the site, to achieve successful regeneration. What do you think? Where would you remove existing buildings and why?

You can use this space to add further comments, if you wish.

You can use this page to mark up your ideas of where and what changes should happen to make King’s Cross a better place:
An artist’s impression of the Regent’s Canal running through King’s Cross Central
5 Working within the framework: ideas and opportunities

A key feature of the framework is that there are opportunities to take forward parts of the development in different ways.

Working within the framework, we have looked at:

- The goods yard
  - The Granary complex and Coal Drops
  - The Regent’s Canal and Natural Park
  - The Midland Goods Shed and Regeneration House
- New development areas to the north
- The southern hub
- Islington Triangle and linear land
- The gas holders

These areas are illustrated in Figure 18.

We have commissioned a number of studies, to examine and illustrate some development ideas for these different areas. These studies are ongoing. The remainder of this document sets out some of the ideas and options under consideration. It shows how the framework could be interpreted. It also asks various questions. Let us know your views.
5 Working within the framework: ideas and opportunities cont.

Figure 18: Different areas within the framework

Legend
- Boundary of King’s Cross Central
- a. The Granary complex and coal drops
- b. Regent’s Canal and Natural Park
- c. Midland Goods Shed and Regeneration House
- d. Islington Triangle and Linear Land
- e. The gas holders
- b. New development areas to the north
- c. The southern hub
- d. Islington Triangle and Linear Land
- e. The gas holders
5a  The Goods Yard

We aim to re-establish the Goods Yard as a thriving hub of activity, a busy market place, natural meeting point and destination, for people across London.

We want to reinvent the functions of the Goods Yard, to provide new public places for assembly, business, competition and enterprise, quiet contemplation, leisure and recreation.

This means refurbishing and adapting historic features to develop viable new uses and animated public spaces, throughout the day and evening, to make the place successful.

We discuss the Goods Yard in 3 parts:

- The Granary Complex and Coal Drops
- The Regent’s Canal and Natural Park
- The Midland Goods Shed and Regeneration House

Figure 22: The Granary complex and Coal Drops

Current signage  Assembly Shed roof  Western Goods Shed elevation  Fish and Coal Offices along the canal
How the goods yard might look from new buildings south of the canal

Historic surface features

The Granary

Elevation of the Eastern Coal Drop
The Granary Complex and Coal Drops

The Granary complex and Coal Drops are at the heart of the site. They must form a central part of our efforts to bring people, economic activity and value to the Goods Yard, north of the Regent’s Canal.

At this stage, we envisage the following:

- **Retention of the Granary building and its refurbishment** to accommodate a mixture of retail and/or other public uses, for example a themed attraction, library or museum.

- **Retention and refurbishment of the Transit Sheds** for retail use and for workshops/studio uses on the ground floor (suitable for smaller businesses) and for a range of other employment uses and/or housing on the upper floor.
“Granary Square” would be a natural focal point
Figure 19: Three ideas for the Granary Complex

19.1
- shops / restaurant with museum above
- offices
- shops with offices and flats above
- cinema
- studio / workshops on two levels
- supermarket on ground floor - flats above

19.2
- shops and visitor centre
- studio / workshops on two levels
- shops with offices above
- offices

Illustrative section through the Granary Complex (based on 19.1 above)
• Removal of the current Assembly Shed, in the centre of the Granary complex, and its replacement with new buildings, within the same footprint. These new buildings could provide several land use options.

For example, there could be opportunities for a local supermarket, other shops, a cinema and, on the upper floors, flexible offices and housing (flats/apartments).

• The main options that we have considered for the Granary building, Transit Sheds and Assembly Shed are shown in Figure 19.
• **Retention and refurbishment of the Fish and Coal offices.** We are looking at retail, bar, café/restaurant and community uses on the ground and upper floors.
• **Retention and refurbishment of the Eastern and Western Coal Drops**, to provide a range of shops, bars, restaurants and cultural/community uses, on two levels. We would like to see the coal drops become a popular and lively destination, throughout the day and evening.
5a The Goods Yard cont.
The Granary Complex and Coal Drops

- Creation of a **new public square in front of the Granary building**, with steps down to the canal. We have considered several ideas for this square and some of these ideas are shown in **Figure 22**.

We think the advantages of each idea are as follows:

**Idea 1 - Informal green space** (22.1)
- Introduces green space/contrast to industrial buildings
- Grass can be used for different activities and events – flexible space
- Trees introduce tranquil shading
- Contrast to the hustle and bustle of the coal drops
- Could incorporate seating
- Opportunities for café space

**Idea 2 - Moving water with fountains and light displays** (22.2)
- Introduces animation/movement
- Public space works day and night
- Sound as well as vision
- Opportunities for café space
- Direct pedestrian routes to the Granary
- Contrast to the hustle and bustle of the coal drops
- Incorporates seating

---

**Figure 22: Three landscape ideas for “Granary Square”**
• The large water feature would reflect the former ‘Granary Basin’
• Strong connection with the Canal
• Flexible space – could be covered over and converted, e.g. into performance space
• ‘Hard’ landscaping would be in keeping with the industrial nature of the historic buildings
• Opportunity for a dramatic, landmark public space for everyone to enjoy

**Idea 3 - Low-level amphitheatre and fountains (22.3)**

- Public space works day and night
- Sound as well as vision
- Opportunities for modern, high quality pavilion structures, to contrast with the industrial historic buildings
- Opportunities for café space
- Incorporates seating
- Amphitheatre could be used for a variety of events

• The introduction of a lower level would mark the former Basin and create variety/interest
• ‘Hard’ landscaping would be in keeping with the industrial nature of the historic buildings
• Opportunity for a dramatic, landmark public space for everyone to enjoy

Idea 2 appears to offer the most advantages. Moving water could provide a dynamic focal point for the new public space, which could be converted into a venue for public events, concerts or temporary uses/activities, e.g. ice skating.

As suggested by the drawings, we are considering how **new buildings** could help bring life to ‘Granary Square’ and to the canal below.

Further buildings could be desirable, for example to introduce further public uses such as shops, cafés and bars.
• We are considering a range of **options for the Western Goods Shed** (which adjoins the Western Coal Drops).

For example:

- Demolition of the building could provide an opportunity to re-site the triplet of gas holder structures\(^2\) within their original context, next to the Canal and/or to develop housing

- There might be another option to remove the rear part of the building and adapt and refurbish the older part of the structure for retail (ground floor) and employment (upper floor) uses. Several major interventions would still be required

• **A taller building** (perhaps around 15 storeys) at the northern end of the Coal Drops, to provide a landmark and sense of enclosure. The ground floor could be used for shops or other public uses. We envisage that the upper floors would be housing (flats/apartments) and/or employment (office) space

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\(^2\) The structures have now been dismantled and are currently stored on site awaiting a decision about their future; see Section 5e.
What do you think about our ideas for the Granary Complex and Coal Drops? Your answers will help us to firm up on our plans, for example the proposed mix of uses in different parts of the site. We would like to know:

1. What do you think should happen to the Granary building, the Transit Sheds and Assembly Shed (pages 46-47)? Which of the many land use ideas mentioned would you like to see?

   Please rank the land uses listed below in order of priority 1 to 9, 1 = top priority, 9 = lowest priority

<table>
<thead>
<tr>
<th>Local supermarket</th>
<th>Other shops</th>
<th>A library</th>
<th>Museum</th>
<th>Flexible offices</th>
<th>Workshops / studios for smaller businesses</th>
<th>A cinema</th>
<th>Residential flats / apartments</th>
<th>Something else (please specify)</th>
</tr>
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2. What do you think should happen to the Fish and Coal offices (pages 48-49)? Do you support the idea of retail, bar, café/restaurant and community uses on the ground floor and upper floors?

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3. What do you think of the idea to adapt and refurbish the Eastern and Western Coal Drops, to provide a range of shops, bars, restaurants and cultural/community uses, on two levels (Figure 21)?

4. If the development included a taller, landmark building (around 15 storeys) to the north of the Coal Drops, would you like to see this building used for:
   • Housing (flats/apartments)?
   • Offices?
   • Something else?

5. What sort of space do you think ‘Granary Square’ should be? What should it be used for? What activities could take place there? Which idea (on pages 50-51) do you favour and why?
An artist’s impression of the Fish and Coal offices and arches, refurbished, with Camley Street Natural Park behind.
The Regent’s Canal and Natural Park

Although the Regent’s Canal and Camley Street Natural Park are not part of the King’s Cross Central site, it would be wrong for this document (and our framework) to ignore them.

We are keen to capitalise upon the canal’s positive contribution to King’s Cross and see redevelopment as an opportunity to bring life to the canal, enhance its character, wildlife value and recreational use and improve access and safety.

Similarly, King’s Cross Central should provide a secure future and more appropriate setting for Camley Street Natural Park. It, in turn, should continue to be a valuable resource for adults and children alike, living, working and going to school within the surrounding area.

The canal is controlled and managed by British Waterways. The Natural Park is owned by Camden Council and leased to, and managed by, the London Wildlife Trust.

We would like to work with all parties to explore and grasp these opportunities, as part of and alongside our development proposals. With everyone working together, the following could be achieved along the relevant stretch of the Regent’s Canal, between the Midland Main Line and Maiden Lane Bridge:
• **Enhancement of the Canal environment** and Camley Street Natural Park.

• **New bridge crossings** over the canal:
  - One bridge would carry our proposed new public avenue and its pedestrian, cyclist and public transport users, linking the Goods Yard complex with areas to the south.
  - A second bridge would carry road traffic, replacing the existing Goods Way/Goods Yard bridge owned by Exel. The existing bridge is currently fenced off for vehicular traffic, but pedestrian access is possible.
  - A **new pedestrian footbridge**, across the canal (see Figure 22.1), with steps down to the towpath on the north side, to provide links between King’s Cross Central, Camley Street Natural Park and Camley Street itself, which provides routes to Camden Town.

• **Other access point improvements** including new stepped and ramped access from Wharf Road to the canal towpath.

• A more open relationship generally, between the Goods Yard complex and the canal waterway, with good pedestrian links between the two.

  We are considering **opening up some of the arches** at the lower level of the Fish and Coal Buildings (see facing page). Other arches could be retained, with the lower level fronting the canal refurbished and adapted for **new retail, café and restaurant units**.

• **New pavilion buildings** on Granary Square fronting onto the Canal.

• **Resurfacing of the towpath** and other changes to the towpath width and delineation, to improve the image and character of the Canal and create a user friendly environment.

• **New underbridge lighting**, for example at Maiden Lane Bridge and the Midland Main Line bridge.

• **Heritage feature improvements**. These would include bringing the Fish and Coal Offices back into productive use (as described earlier). There is also the potential for King’s Cross Central to take place alongside a comprehensive enhancement scheme at St Pancras Lock, with new high quality surfacing and restoration of original features such as granite setts on the towpath side.

'Pond dipping' at Camley Street Natural Park

St Pancras Lock

St Pancras Lock, with the relocated waterpoint behind

Towpath under existing bridges
• Boundary improvements and graffiti treatment.
• Landscape and habitat improvements, including new marginal and aquatic planting, management of the bank next to Goods Way Moorings, new shrubs and other ground cover.
• New public art, improved signage and better interpretation.

• Scope for new moorings, community boats, business and residential narrow boats.
• Upgrading of the existing moorings alongside Camley Street Natural Park.
• A new high-quality visitor centre at Camley Street Natural Park for the London Wildlife Trust (LWT), with much-enhanced visitor and interpretation facilities.

The new pedestrian footbridge, described above, could link directly into the new visitor centre and its new/upgraded moorings. Together, the new bridge and visitor centre could create a dramatic new feature on the canal. Argent St George will be working with LWT to deliver the new visitor centre project as soon as possible.

A series of more detailed recommendations for the canal and Natural Park are set out in a King’s Cross Canal Action Plan prepared by a division of British Waterways and published by the King’s Cross Partnership (August 2000).
What do you think about our ideas for the Regent’s Canal and Camley Street Natural Park? Your answers will help us to firm up on our plans. We would like to know:

1. Do you currently use this stretch of the canal or its towpath?
   - Yes
   - No

2. If you have answered “yes”, what for? (please tick relevant boxes)
   - Getting to work
   - Local walks
   - Cycling
   - Jogging / running
   - Fishing
   - Boating
   - Other (please explain)

3. We would like to know what you think of the ideas mentioned in this document, to improve and enhance the Canal corridor.

   Please indicate which measures you support and rank them in order of priority (1 to 10, 1 = top priority, 10 = lowest priority):

<table>
<thead>
<tr>
<th>Measure</th>
<th>Support</th>
<th>Priority (1-10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towpath improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New underbridge lighting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhancement of St Pancras Lock</td>
<td></td>
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<tr>
<td>Boundary improvements</td>
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<tr>
<td>Graffiti treatment</td>
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<tr>
<td>Landscape improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Habitat improvements</td>
<td></td>
<td></td>
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<tr>
<td>New public art</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved signage and interpretation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New boat and mooring opportunities</td>
<td></td>
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</tr>
</tbody>
</table>

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4. Are there other ways in which the Canal environment could be improved and enhanced?

5. Do you have any views about the proposal for new bridge crossings over the canal, including a new pedestrian footbridge, linking Camley Street Natural Park with the new development?

6. Are you for or against opening up some of the arches at the lower level of the Fish and Coal buildings (Figure 23) to enable people to walk from the Canal into the Goods Yard (and vice versa)?

   - For
   - Against
   - Not sure

   Please give your reasons:

7. Do you support the refurbishment and adaptation of other arches, as new retail, café and restaurant units?

   - For
   - Against
   - Not sure

   Or would you prefer to see other uses?

8. London Wildlife Trust have asked us to help deliver a new, bigger, better visitor centre at Camley Street Natural Park.

   Do you support the idea?

   - Yes
   - No
   - Not sure

   What benefits could (or should) the new building bring?
An artist’s impression of the view across St Pancras Basin, with relocated gas holders and a new pedestrian footbridge.
The Midland Goods Shed and Regeneration House

The Midland Goods Shed lies to the east of the Granary and is connected to it by a link canopy structure. There is a second canopy on the east side of the Midland Goods Shed, which is disused. Regeneration House is used by Exel and other companies for office space.

The Midland Goods Shed and Regeneration House are visible from York Way. In that respect, they are important visual markers and entrance features.

Parts of the Midland Goods Shed and land to the east lie above the Gasworks Tunnels, which carry the East Coast Main Line into King’s Cross. The tunnels are a constraint on future development, as discussed in the ‘Parameters’ document.

At this stage we are looking at the following:

Figure 24: Three ideas for the Midland Goods Shed and Regeneration House
• The potential **retention and refurbishment of the Midland Goods Shed and Regeneration House.**

The Midland Goods Shed could be converted to flats/apartments or employment (office) use. Alternatively, it could accommodate leisure, health and related community uses, to serve both new residents and existing local communities.

This option could see the ground floor used as a health centre, with a sports club/gym on the first floor. Regeneration House could have a related function to the above or remain in office use.
5a  The Goods Yard cont.
Midland Goods Shed and Regeneration House

• **Removal of the canopy structure**
  linking the Midland Goods Shed and Regeneration House to the Granary complex. This would:
  - bring more light into this area.
  - help create a proper street environment.
  - facilitate the development of employment uses in the Eastern Transit Shed, for example workshops/studios with vehicular access.
  - facilitate the re-use of the Midland Goods Shed building, with a street entrance on the western side.

• **New buildings of around 7 storeys**
  to the east of the Midland Goods Shed, fronting onto York Way. The ground floor could accommodate workshops/start up business units with housing on the upper floors.

• Publicly accessible **green space, tennis courts or other outdoor facilities** between the Midland Goods Shed and new housing on York Way.
What do you think about our ideas for the Midland Goods Shed and Regeneration House? Your answers will help us to firm up on our plans, for example the proposed mix of uses. We would like to know:

1. What do you think should happen to the Midlands Goods Shed (Figure 24)?

Which option(s) would make the best use of the building:

- Employment uses/jobs?
- Housing?
- Leisure, health and related community uses?

2. Do you support the idea of new housing along York Way, with workshops and start-up business units on the ground floor?

[ ] Yes  [ ] No  [ ] Not sure

If you have answered “no” or “not sure”, please give your reasons. What would you like to see instead?

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3. We have suggested new green space, tennis courts or other outdoor facilities between the Midland Goods Shed and any new housing on York Way. Do you think this is a good idea?

[ ] Yes  [ ] No  [ ] Not sure

If no, what would you rather see?

4. What sort of green space or outdoor facilities would be of most benefit to new residents and existing local communities?

You can use this space to add further comments, if you wish.
Artist’s impression looking south past the Midland Goods Shed (left), Granary Complex (right) and Regeneration House (centre)
5b New development areas to the north

To the north of the Granary complex and coal drops, there is an opportunity to develop a new mixed use district, with its own character and a distinct sense of place. Making the most of this opportunity means new buildings and public spaces that achieve both higher-density development and high quality design.

It is also important to achieve a ‘critical mass’ of development: to create a reason for people to be there; to bring large numbers of people ‘through’ the central part of the site; bring the phasing of development forward as fast as possible; and, ultimately, make the place a success.

The new development areas would be bounded to the east by York Way. York Way is an unattractive route at present, particularly for pedestrians and cyclists. The northern section will be lowered and realigned as part of the CTRL works. The southern section, below Wharfdale Road, is currently one-way only, though this may change as a result of new developments.

We believe major changes are required to improve the character of York Way and make it more attractive for pedestrians and cyclists. However, we do not control York Way and any changes will require the support and agreement of the two local authorities – Camden and Islington.

Figure 25: Illustrations of how the northern area might be developed
Figures 25 presents a series of indicative ‘roof plan’ images, showing different ways in which the new development areas to the north could eventually be laid out.

Within the proposed masterplan framework, therefore, we envisage the following:

- **A new public avenue** extending the Goods Yard to the north, with opportunities for new tree planting, green space and outdoor facilities and events

- **Two urban blocks** of new built development, one each side of the new public avenue

- **A new public space** where York Way meets the Islington Triangle

- **Many new buildings** of different shapes and different sizes. The majority of these buildings would be 7-12 storeys tall. There would be scope for one or more taller buildings at key landmark locations. We are currently investigating options for landmark buildings up to 30 storeys.

- The predominant land uses would be **employment** and **housing**. Shops and other public uses (for example coffee shops, cafés, bars, restaurants) would be accommodated within the ground floor of many buildings, fronting onto the main avenue and onto public spaces

- One or more of the buildings could be developed as a **hotel** or for **serviced residential accommodation**
• One or more of the buildings could be developed for civic/cultural uses, for example an entertainment venue

• A network of minor access roads would provide vehicular and service access to each of the buildings

• One or more smaller public spaces, within the blocks of built development, well related to new housing

• Improvements to the character of York Way, with wider pavements, new tree planting, additional pedestrian crossings and other junctions

• New pedestrian connections across York Way towards the Caledonian Road.

At present, we do not have fixed views about where new buildings should be developed for employment purposes or where they should be for housing. Nor do we have a fixed view about the overall ‘balance’ between employment and housing uses. We believe that our plans should retain some flexibility to adjust the location of, and balance between, land uses over time.

We also believe that this part of the development should look and feel like a busy, mixed use area throughout the day. This could be achieved by ensuring that there are buildings of flats/apartments along each of the main streets, including the central avenue, alongside employment and other uses such as shops, bars, restaurants and cafés. Immediately alongside the CTRL embankment, we believe that employment uses are likely to be the more appropriate than housing, because of the noise levels from the trains.

We want to improve the character of York Way, which is an important connection
What do you think about the ideas presented for the new development areas to the north? Your answers will help us to firm up on our plans, for example the proposed mix of uses. We would like to know:

1. What sort of public spaces would you like to see within this new mixed use district?
   - Formal civic squares with places for events and public art?
   - Paved areas with seating?
   - Small parks or other open grassed areas?
   - Courts and other places for young people to play ball sports?
   - Something different?
   (you may select more than one category)

2. Where are the best examples within London (or perhaps beyond), of the kind of spaces you would like to see?

3. Do you agree that the main avenue should be for pedestrians, cyclists and public transport, with buildings serviced by vehicles from side routes?
   - Yes
   - No
   - Not sure
   If you have answered “no”, please give your reasons:

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4. Are you concerned about building heights of 7-12 storeys in this location?
   - Yes
   - No
   - Not sure

   If you have answered “yes”, what are your concerns? What building heights do you think would be more appropriate?

5. Where do you think any taller buildings (above 12 storeys) should be?

6. Do you want to see housing mixed in, alongside employment and other uses such as bars, restaurants and cafés? Would this bring safety and other benefits? Or should housing be kept separate, in quieter streets?

7. We will discuss our ideas for York Way with Camden and Islington highway authorities and others. Would you be happy to see wider pavements and new tree planting if it means a narrower carriageway for road traffic?

   How do you think we should improve this street?
An artist’s impression of new public space along the northern avenue
Within the southern part of King’s Cross Central, there is an opportunity to create a new, thriving district of Central London, create a world-class transport interchange and enhance the Regent’s Canal. Making the most of this new opportunity means planning for new buildings and new public spaces that combine high-density development with high quality design to:

- Establish a fitting gateway to the wider development and regeneration area;
- Generate new, economic, social and cultural activity; and
- Draw this life and activity into the heart of the site, around the Granary complex and Coal Drops, to ensure the continued viability and success of these areas and the new developments beyond.

It also means a close working partnership between several organisations - Argent St George, LCR, Exel, Railtrack, the Strategic Rail Authority, Camden Council, London Underground and Transport for London – and careful consideration and integration of future railway, underground, bus and other transport services.
King’s Cross Station

As explained in Section 4, the Government has recently endorsed a detailed study to look at the refurbishment and expansion of Railtrack’s King’s Cross Station and its approach tracks, to provide additional capacity, allow more services to be run and upgrade the Station generally. The study will focus on:

- **Improvements to the tracks approaching King’s Cross Station**, with a new ‘fourth bore’ tunnel under the Regent’s Canal;

- **4 new low-level platforms on the west side of the Station**, partly on the site of the existing suburban platforms and adjacent offices.

The new platforms and approach works would be designed so that new buildings could be developed on top, as part of King’s Cross Central;

- **A new, modern high-quality concourse** located immediately to the west of the existing King’s Cross Station, predominantly above the new London Underground Northern Ticket Hall; and

- **The removal of the existing, low-level concourse building** on the front of the Station, which could then be reconfigured.

Figure 26: Illustrative section through the southern hub (looking north)
We now need to examine these changes in further detail, in partnership with the SRA, Railtrack, London Underground, Camden Council, English Heritage, Transport for London and others. We will need to consider the size, shape and precise location of any new western concourse and how best to integrate it within our wider development framework.

For example, we need to provide facilities for taxi pick-up and drop off, bus services, entry and exit to the Underground and other public transport services. We also need to accommodate Pancras Road and create opportunities for new buildings, land uses and public spaces.

The next step, therefore, is to find the best urban design solution for all the land between the stations and developments up to the Regent’s Canal, one that achieves high quality public spaces, a safe and attractive pedestrian environment, good integration between transport modes and an appropriate form of built development.

Figure 27: Illustrative roof plan ideas of how the southern hub could be developed

The existing clutter in front of King’s Cross Station

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We will be looking at the following:

- **New public spaces** in front of King’s Cross Station and between King’s Cross Station and St Pancras Station, to provide a fitting setting for the Grade I listed buildings, enhance the public realm and provide a high quality, attractive ‘gateway’, both to the transport interchange and new developments beyond;

- An opportunity for a **landmark building** to mark this gateway, between the two Stations. This building could provide public uses on the ground floor and a range of uses on upper floors, for example hotel rooms, serviced apartments, other flats/apartments and/or offices;

- **Retention and refurbishment of the German Gym** for a new, public use;

- **New development areas east and west** of the main avenue, linking the southern hub with the Goods Yard. The **main avenue** would be for pedestrian, cyclist and public transport uses. Vehicles would access and service the new buildings via side roads, east and west;
A range of buildings within these new development areas, typically 9 - 12 storeys tall. There could be scope for one or more taller buildings at key landmark locations, for example where Goods Way meets the throat to King’s Cross Station. We are currently investigating the option of a 25 storey building in this location.

The majority of new buildings would provide office space on upper floors and shops and other public uses (coffee shops, bars, cafés and restaurants) on the ground floors. The floorplates of buildings within the southern hub are likely to be larger than those further north, helping to meet the demand, within London, for modern, high quality business premises on a significant scale, close to a major, international transport hub; and

The minor realignment (straightening) of Goods Way, which is an important east-west traffic route. At present, we believe that Goods Way should remain open for cars, buses, taxis and other vehicles, as well as cyclists and pedestrians. At the same time, we are considering measures to reduce traffic speeds, prevent ‘rat running’ and enhance the street environment generally.
We want to know what you think about the ideas presented for the southern development areas, two stations and other transport services. Your answers will help us to firm up on our plans. We would like to know:

1. Do you agree that a major public transport interchange is the right place to accommodate larger offices for national and international companies, to benefit the local and wider London economy?
   - Yes
   - No
   - Not sure

   Please explain your answer, particularly if you have answered “no” or “not sure”:

2. Are you concerned about building heights of 9 - 12 storeys in this area?
   - Yes
   - No
   - Not sure

   If you have answered “yes” or “not sure” what building heights do you think would be more appropriate and why?

3. We believe that a taller, landmark building at the throat to King’s Cross Station (Figure 27) could make a positive contribution to the area.

   What do you think?
4. What sort of public space would you like to see between St Pancras and King’s Cross Station?
   - A place for street activities and entertainment?
   - A place to sit, drink and eat?
   - A place to wander through and admire?
   - Something else - a different kind of place?

5. Do you agree that the main avenue (see Figure 27) should be for pedestrians, cyclists and public transport, with buildings serviced by vehicles from side routes?
   - Yes  
   - No  
   - Not sure
   If you have answered “no” or “not sure”, please give your reasons:

6. We believe that Goods Way should remain a traffic route, open for vehicles, cyclists and pedestrians. At the same time, we are considering measures to reduce traffic speeds, prevent ‘rat running’ and enhance the street environment generally. Would you be for or against this?
   - For  
   - Against  
   - Not sure
   Please give your reasons:

7. Overall, what do you think is the number 1 priority for this part of the site?
An artist’s impression of how the new public space might look, in front of the German Gymnasium.
Islington Triangle

The Islington Triangle is about 0.8 hectares (2 acres) in size. It is a difficult site, particularly from a noise point of view, because it will be bounded on all sides by busy railway lines (the CTRL and the East Coast Main Line into King’s Cross) and a busy road, York Way.

York Way will be lowered and re-aligned as part of the CTRL works and is an important gateway from the north. As explained in Section 4, we would like to see a new public space created along York Way, at the corner of the Islington Triangle. This presents an opportunity to link the King’s Cross Central development into Islington.

In 1994 Islington Council prepared a planning brief for the Islington Triangle. It refers to the potential for new workshops/light industrial (employment) uses, housing and/or local shopping/service uses.
The Islington Triangle could be affected by any ‘fourth bore’ tunnel into King’s Cross Station. Nevertheless, there could be potential for employment uses and local shops, perhaps with new housing (flats/apartments) on the upper floors of a new development. Another option would be to develop an indoor sports complex, with a bar, café and other public uses along York Way itself. This might be a good use for a noisy site. Figure 28 summarises and illustrates some of these ideas.

Figure 28: Three ideas for the Islington Triangle

- Live/work units
- Multi-purpose sports space (basketball, five-a-side etc.)
- Outdoor sports space
- Cafe
- Youth club / community space
- Multi-activity space
- Venue for sports, music and performance
- Skateboarding
- Climbing wall
- Retail store
- Live / work units
- Offices
- Community / club spaces at ground floor
- Flats
- Cafe
- Offices
- Gym
Linear land

The linear land is about 0.6 hectares (1.5 acres) in size. It will lie to the north of the CTRL, with the North London Line to the north, the Midland Main Line to the west, a Camden transport depot to the east and aggregate and cement activities to the south.

This site could be suitable for light industrial or other workshop-type employment uses. Alternatively, it might be developed as a facility for the handling and separation of waste and for waste recycling, serving not only the development but also other parts of Camden and north London. A waste facility might make an important contribution to sustainable development.
We want to know what you think should happen to the Islington Triangle and the Linear Land. Your answers will help us to firm up on our plans. We would like to know:

1. What uses would you like to see on the Islington Triangle (Figure 28)?
   (you can choose more than one)
   - Offices
   - Workshops or light industrial (employment) uses?
   - Housing?
   - Local shopping and services?
   - An indoor sports complex?
   - Or something else? (please specify)

2. The Islington Triangle is a noisy site. If we want to maximise its use for housing, it would have to be on the upper floors of a relatively tall building. We are considering an option for a building of around 20 storeys.

   Would you be for or against this?
   - For
   - Against
   - Neutral/Not sure

   Please give reasons for your answer:

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3. What do you think would make the best use of the Linear Land?

- Light industrial or other workshop/employment uses
- A facility for the handling and separation of waste/waste recycling
- Or something else? (please specify)

You can use this space to add further comments, if you wish.
There is an opportunity to create new public space along York Way, at the corner of the Islington Triangle.
There used to be a number of gas holder structures erected on the site. The majority of these have now been taken down, to make way for the Channel Tunnel Rail Link.

One listed gas holder structure is still standing. A linked triplet of gas holder structures, also listed, have been dismantled and are currently stored on site awaiting a decision about their future.

We are assisting English Heritage to undertake detailed analysis of the gas holders, to determine whether or not it is possible and practical to re-use the listed structures for a viable new use, compatible with the wider masterplan.

Earlier this year, we commissioned 4 design teams to consider the possible future use of some or all of the four, listed gas holder structures.

We asked these teams to consider some or all of the following uses:

- Housing
- Employment uses (e.g. offices or workshops)
- Community, sport or cultural uses
- A specialist use/major visitor attraction

We also asked the design teams to consider potential locations for the structures, within the King’s Cross Central site. This could involve moving the remaining, single gas holder to a new location. Potential locations for some or all of the structures include the site of the Western Goods Shed, next to the Regent’s Canal (as discussed in Section 5a) and the Islington Triangle (as discussed in Section 5d).

The design teams have not yet finished their work. When they do, we will evaluate the results alongside Camden Council, English Heritage and others. We will want to find uses that ‘fit’ into our vision for King’s Cross, are compatible with our emerging plans, do not cause major transport or other problems and are financially viable.

Some of the work in progress is shown in Figures 29 to 33. They show that, subject to testing the viability of the ideas put forward, the gas holders could be re-erected and adapted to provide new spaces that would make a positive contribution to the regeneration of the area, its identity and character.
Two of the design teams have explored putting housing inside the linked triplet of gas holder structures. A third has looked at business / employment use. The fourth team has put forward the idea of using all four gas holders as an ‘urban jungle‘ botanical exhibition.

Other ideas for the single gas holder (No. 8) include car parking and a CHP plant and visitor centre (Figure 33), to echo the historic association with energy use.

All four teams have recommended that some or all of the gas holders should be sited where the Western Goods Shed now stands - next to the canal, close to St. Pancras Lock.

A number of other organisations and individuals have submitted their own ideas for the gas holders and we will consider these alongside those presented in Figures 29 to 33.
The concept is to create a unique residential development in a spectacular location. The form of the building is based upon the spiralling shapes of the Nautilus shells. This form is in sympathy with design aims such as:

- Invoking the original rise and fall motion of the internal cylinders
- Exposing the skeletal guide frames against the sky
- Avoiding overlooking between residential units
- Creating a south facing internal courtyard and garden for residents
- Creating value with penthouse flats
- Giving opportunities for greening cascading terraces

John Thompson & Partners
“The challenge is to find a sustainable use that has a limited impact on the quality of the magnificent listed structure. This scheme proposes simple office floor plates within the structure of gas holders Nos 10 and 11. The main circulation core would be located in the third holder to create a dramatic entrance space whilst exposing the scale of the skeletal historic structure. Here lifts, stairs and entrance platforms would be suspended within a dramatic glazed drum.

The location and orientation of the gas holders would respond to the canalside context whilst ensuring the ‘entrance’ gas holder ‘shades’ the other holders. This arrangement, together with the external sunshade that tracks the sun’s movement (a reminder of the moving elements of the original gas holders), ensures that the office façades can be light and transparent, an echo of the simple steel cylinders.”

Lifschezt Davidson
"The Urban Jungle would be the world’s first botanical greenhouses built from old gas holders, with vast cathedrals of glass 120 feet high. Teak and mahogany trees would soar above the skyline, with spiral walkways and bridges carrying visitors to the tree-tops.

Imagine a botanical safari through:

• a tropical jungle, festooned with orchids, ferns and bromeliads and, below, the world’s rarest and largest flowers pollinated by exotic butterflies
• an Everglades swamp with snorkelling roots and boglands of triffid-like carnivorous plants
• a Jurassic Park with animated dinosaurs roaming ancient forests

Beneath the greenhouses, computer displays would reveal the secret life of house plants as never before - aggressive, cunning, rampant and sexy. This would be a green zoo - not a flower show.

Visit the plant shop, eat in the canal-side restaurant and enjoy an evening concert in the forest.”

Alan Conisbee, Paul Simons and Ian Simpson Architects
The gas holder structures and the canal-side location, fronting the established Camley Street Natural Park, combine to create a unique, exciting and attractive setting for high quality urban apartments for the 21st Century. The historic guide structures would frame three new cylindrical residential towers of unequal height, responding to the varying geometry of the original structures and making reference to the kinetic nature of their past use. Each building is planned to maximise views and daylight, with attention also paid to excellent acoustic and environmental performance.

The cylinders would be intersected by the circular geometry of three aerial walkways, linking the apartment buildings and defining a fourth ‘virtual’ cylinder – a private garden courtyard at the heart of the development. Secure car parking would be located at basement level to allow an informal pedestrianised public space at ground level, with café/restaurant uses fronting onto a lively terraced area and rejuvenated canal-side.

Wilkinson Eyre Architects

Figure 32: Ideas for residential re-use of the gas holder structures
Figure 33: Ideas for re-using gas holder no. 8

Elevations of CHP plant (Lifschutz Davidson)

Inside the visitor attraction
(Alan Conisbee, Paul Simons & Ian Simpson Architects)

Elevation of car parking scheme (Wilkinson Eyre Architects)

CHP plant with informational centre (Lifschutz Davidson)

Plan of visitor attraction extension
(Alan Conisbee, Paul Simons & Ian Simpson Architects)

Residential / business car parking (Wilkinson Eyre Architects)
We want to know what you think about the emerging ideas for the gas holder structures. Your answers will help us to firm up on our plans. In particular we would like to know:

1. Do you have strong opinions about the gas holder structures?
   - Yes
   - No
   - Not sure

2. Would you like to see the gas holder structures:
   - Re-erected/retained at King’s Cross as part of a new use, for example housing or offices
   - Relocated and re-erected somewhere else
   - Used for something else (please tell us what)
   - Removed altogether
   Please explain/give reasons for your answer:

3. Do you like any of the ideas for future re-use presented in Figures 29-33? Why do you like them?

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4. Which of the ideas presented do you think would make the most contribution to the regeneration of King’s Cross? Why?

5. Do you have any views on locations for the gas holders? Is the site of the Western Goods Shed, next to the Canal, a good place? Or the Islington Triangle, at the intersection of 3 railway lines? Is there a better location? Why?

You can use this space to add further comments, if you wish.
Artist’s impression of the view from St. Pancras Basin, looking across the canal
Sustainable development

The concept of sustainable development is about:

“ensuring a better quality of life for everyone, now and for generations to come”

A widely-used international definition is:

“development which meets the needs of the present without compromising the ability of future generations to meet their own needs”

Our government has set four objectives for sustainable development in the UK (and world-wide):

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment

In short, we need ways to achieve economic, social and environmental objectives at the same time, and consider the longer term implications of today’s decisions.

The following are all aspects of sustainable development:

- The re-use and redevelopment of brownfield land
- Promoting walking, cycling and public transport – for example surface rail, the Underground, trams and buses – over other modes
- Making the most of key regeneration sites at or close to major transport interchanges
- High density, mixed use development, providing new homes, jobs, training opportunities, community assets and services
- Putting people before traffic with an emphasis on walking, cycling and public transport
- Mitigating high ambient noise levels, through careful design
- The protection and enhancement of important natural assets, such as canals and natural parks
- The refurbishment and re-use of heritage buildings and structures.
Each of these is an integral part of our approach to, and plans for, King’s Cross. We are also considering other measures that would contribute to sustainable development:

- Developing a facility for the handling and separation of waste and/or for waste recycling, on the ‘Linear Land’;

- Designing new buildings to facilitate the source separation of waste, to make recycling more practicable, viable and effective; and

- Utilising Combined Heat and Power (CHP) technology, for example as part of a sports complex within the Islington Triangle.
Heat and power

Combined Heat and Power (CHP) is a technology for generating electricity and heat together. The principle is that heat generated in the process of generating power is ‘recovered’ for a variety of purposes, including industrial processes, hot water, and space heating.

CHP is already used at around 1,400 locations: leisure centres, hotels, community housing, health, education and other facilities, across the UK. For example, St Pancras Housing Association already use CHP to heat peoples’ homes.

If viable, CHP could deliver significant benefits. In the right circumstances it can:

- Achieve a 35% saving in energy consumption, compared with traditional boilers
- Help reduce carbon emissions and thereby combat climate change
- Help take disadvantaged people out of fuel poverty, providing affordable warmth and cheaper electricity.

The designers of London’s new City Hall (see photo) sought to use other design techniques, to allow for the collection of heat from the building’s core. There are no traditional air conditioning units. Cold ground water is extracted from the water table, to cool the building. The water is then used in toilets and for irrigation, to save on mains water.
Water resources

We are investigating the potential benefits, practicality and viability of implementing various measures to:

- Minimise the demand, from the new buildings and land uses, for treated mains (drinking) water;
- Minimise the amount of foul water that must be distributed into the mains drainage system; and
- Manage surface water drainage to reduce costs, avoid flooding problems and protect water quality.

We will consider the use of:

- **Water-saving devices** such as low flush toilets
- **Rainwater harvesting** – collecting, filtering (if necessary) and storing rain water from building roofs and other surfaces. This water can be used for flushing toilets
- **Grey water** systems. This means collecting and treating the water from baths and showers, again for flushing toilets

- **Borehole water.** Borehole water represents an alternative, reliable source of water, which could be used in conjunction with rainwater harvesting and grey water systems, e.g. for landscape irrigation. Using borehole water may offer particular advantages in London, where the water table is rising.

- **Sustainable Urban Drainage Systems (SUDS),** which involves using ‘softer’ engineering systems as a means of controlling the discharge of water and its rate of flow. There are a range of SUDS techniques including filter strips, permeable surfaces, green roofs, filter drains and other infiltration devices. Ground conditions will be a major factor in determining which (if any) options are available.

The Millennium Dome is one example of water recycling. It uses rainwater collection and ‘grey’ water is collected from hand basins throughout the site. Rising groundwater is abstracted from beneath the site and one-third of toilet facilities have water-efficient devices installed.
Transport

King’s Cross already has the best public transport connections in London. They will improve still further, with the completion of the CTRL and other projects.

We are looking at a range of measures to capitalise upon this unique accessibility, to minimise car usage and promote more sustainable alternatives:

• High quality pedestrian and cycle connections

• Well-located cycle parking with secure cycle storage facilities

• The provision of changing areas and shower facilities, to encourage people to walk and cycle to work

• Working with the SRA, Railtrack and others to deliver enhancements to King’s Cross Station (as discussed in Section 5c)

• New/extended high quality bus services, to service the development and improve its connections to Camden Town and Islington

• Providing opportunities for new Cross River Transit links, if this scheme, to connect Brixton and Peckham with the Elephant and Castle, Euston, Camden Town and King’s Cross, receives the necessary funding and becomes a reality

• Making sure our plans can respond to a new railway station on the North London Line, should this aspect of the Mayor’s ‘OrbiRail’ proposals come to fruition

• Shared transport facilities such as ‘city car’ and state-of-the-art car hire schemes

• Support and facilities for vehicles powered by alternative fuels (e.g. electricity or LPG)

• The provision of accessible, high-quality ‘on line’ travel information to all occupiers at King’s Cross Central

• Keeping car parking to sensible, relatively low levels and not providing car spaces where they are not required
Flexibility for the future

Some of these issues can only be explored and addressed fully at the detailed design stage, i.e. when we come to design individual phases of buildings and other development. The same is true of applying energy technologies such as solar power.

What we can do, now, is ensure that we do not ‘close off’ important options for the future but rather retain the flexibility to take advantage of future technological advances and changing attitudes.

For example, we can confidently predict that the minimum size for an efficient, viable CHP plant will reduce over time, increasing the opportunities to apply CHP technology. It will also become more common-place.

We should also recognise that sustainable development raises complex issues and difficult trade-offs. For example, enhancing the wildlife value of the Canal could raise conflicts with its recreational use and vice versa. Similarly, positioning and orienteering buildings, solely to optimise the potential for solar power, could conflict with other urban design objectives for a ‘readable’ urban quarter, with an urban grain that feels like part of Central London. New technologies can also raise issues of cost and viability.
Social and economic integration

Making sure that development brings a range of benefits to surrounding local communities is also – in our view – part of sustainable development. King’s Cross Central will support the growth of local employment sectors; provide new jobs and training opportunities; and deliver new, high quality housing.

New retail and leisure facilities will also bring local benefits and the wider physical improvements will enhance the public realm and improve community safety.

We would like to optimise these benefits by working in partnership with other organisations, in particular the London Boroughs of Camden and Islington and others (for example the London Development Agency).

Many of the existing partnership and other regeneration initiatives, including the King’s Cross Partnership, will finish before King’s Cross Central developments can start in 2006.

We are keen to see new/replacement structures identified and put in place to optimise and disseminate the economic and social benefits for local people and assist in the development’s wider integration.
We hope to be an active participant of these new/replacement structures, to:

- Address **education, employment** and **training** and the interfaces between them;
- Address and manage impacts arising from the development (both adverse and beneficial);
- Address the better use of existing **community assets**;
- Engage members of the community and community organisations; and
- Promote and deliver successful, long-term **management** of the urban environment

We will look to the two local authorities – Camden and Islington – to take the lead in defining any new/replacement partnership structures and will offer them our full support.
Environmental impact assessment

Many of these issues will be explored as part of our Environmental Impact Assessment (EIA), which will describe the main or likely effects of the proposed development – both positive and negative - and the measures proposed to avoid or reduce any potential adverse effects.

We are now starting to ‘scope’ the EIA, to determine how important or significant each potential issue is likely to be and how they should be addressed.

The table below lists what we believe the main or key issues for the EIA are likely to be:

<table>
<thead>
<tr>
<th>Topic</th>
<th>Main Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage</td>
<td>Effects on buildings and conservation areas</td>
</tr>
<tr>
<td>Townscape</td>
<td>Effects on the character of the area and important/valued views</td>
</tr>
<tr>
<td>Transport</td>
<td>Effects on private and public transport, including any traffic effects and traffic management proposals</td>
</tr>
<tr>
<td>Socio-economic effects</td>
<td>Effects on employment and community facilities</td>
</tr>
<tr>
<td>Health</td>
<td>Effects of social, population and environmental change and the provision of health services</td>
</tr>
<tr>
<td>Construction</td>
<td>Effects during the construction phase, for example noise, dust and traffic</td>
</tr>
</tbody>
</table>

We also plan to consider the potential for effects on nature conservation, air and water quality, soils and contamination, noise and vibration, microclimate, infrastructure and contamination.

However, at this stage, we do not think that these are “main” or “key” issues - the redevelopment is unlikely to give rise to significant effects on these resources.
Towards better development

What do you think about sustainable development and the issues that should be addressed as part of the EIA? Your answers will help us to firm up on our plans and help guide the next stage of work. We would like to know:

1. What are your **environmental** priorities for this development (please rank the following 1 - 11) -
   - Well managed, attractive public spaces?
   - A cleaner environment?
   - Promoting walking/better pedestrian routes?
   - Promoting public transport?
   - Reducing car use?
   - Minimising energy usage?
   - Using renewable energies?
   - Water conservation?
   - Recycling waste?
   - Improving air quality?
   - Or something else? please explain:

2. What are your **social** and **economic** priorities for this development (please rank the following 1 - 12) -
   - Improved community safety?
   - Support for local schools?
   - Support for local youth work?
   - A wide range of new job opportunities?
   - Better local bus services?
   - Training opportunities, to address existing barriers to employment?
   - Accommodating local businesses?
   - New affordable housing?
   - Better leisure, cultural and community facilities?
   - Play facilities for children?
   - Better health services?
   - Or something else? please explain:

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3. Have we identified the “Main Issues” for the Environmental Impact Assessment correctly? Or are there other, potentially significant effects, on people and the environment?

4. Are there specific issues that you think the EIA should address? Please complete the table below:
   (For example, under the heading of ‘townscape’, you may want us to consider the view from a particular road or public route)

<table>
<thead>
<tr>
<th>Topic</th>
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</tr>
</thead>
<tbody>
<tr>
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<td></td>
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Artist's impression of a side street, looking south towards the canal and gas holders
The feedback we receive will influence the next stage in the evolution of our proposals.

Your answers will help us to firm up on the framework and help shape our evolving plans for different parts of King’s Cross Central, their composition and land use mix. Your feedback will also help us to ‘scope’ and then take forward, the Environmental Impact Assessment (EIA).

At this early stage, we cannot and should not be specific about the amount or proportion of different land uses – housing, offices and so on – that might be developed.

Different ideas within this document would lead to different answers and we will need to think carefully about how to ‘build in’ future flexibility.

The most important thing is that our proposed framework should be consistent with the kind of high density, mixed use development anticipated in the emerging Camden and London-wide planning policies, the Government’s national planning policy guidance and our own documents, ‘Principles for a Human City’ and ‘Parameters for Regeneration.’ We believe that it is.

The framework described in this document could readily provide for between 650,000 and 800,000 square metres of built development and land uses, maybe more, set within a high quality public realm.

The development could include:

- Around 90,000 square metres of new land uses within the Coal Drops, the Granary complex and other historic buildings, to help re-invent the Goods Yard as a busy, thriving destination and secure its long-term economic future as the cornerstone of the area’s wider regeneration;
At least 1,100 new housing units, including both market and affordable housing. The minimum figure of 1,100 units might represent around 100,000 square metres of built development, depending upon the unit types and sizes. It may be appropriate to build more housing than these minimum figures and we are looking at that at the moment;

- A broad range of other business and employment, retail, food and drink, hotel, community, health and leisure uses.

We have a lot of work to do, working closely with Camden Council, Islington Council, English Heritage and others, to test and refine these ideas and make sure that we design, deliver and manage places that are attractive, accessible to all and successful.

We will also start discussions with the local authorities about the social and economic measures - discussed in the previous section - that might be implemented to optimise local benefits and assist in the development’s wider integration.

This process will inform our planning applications and, thereafter, the ongoing design of phased developments over the next 15 or so years.

We will publish a summary of the responses we receive to this document and explain how we intend to address the issues that are raised.

We will then be working towards completing the EIA and submitting planning applications during 2003.

Thank you for taking the time to read this document and respond.
A new bridge over the Canal would provide safe and attractive routes for pedestrians and cyclists.
1. Did you read our document ‘Principles for A Human City?'
   - [ ] Yes
   - [ ] No
   If you answered “yes”, do you agree with the aims and objectives we set out in that document? Which aspects (if any) of the ‘principles’ do you disagree with and why?

2. Did you read our document ‘Parameters for Regeneration’
   - [ ] Yes
   - [ ] No

3. Have you found this Framework document informative and useful?
   - [ ] Yes
   - [ ] No

4. What do you think is good about this document?

Please tear along the perforations, and place the completed form in the FREEPOST envelope provided at the back of this document.
Alternatively place it in any envelope and return to:
Argent St George
FREEPOST
5 Albany Courtyard
Piccadilly
London
W1J 0HF
5. How could this document have been improved?

6. Would you like us to attend an event in your area, to explain and discuss our ideas and answer questions?

☐ Yes    ☐ No

Please provide some further details of what you would like us to do/whom we should contact:
8 Glossary

Accessibility
The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Adaptability
The capacity of a building or space to be changed, so as to respond to changing social, technological and economic conditions.

Affordable housing
Low-cost or subsidised housing available to people who cannot afford to occupy homes generally available on the open market. Affordable housing includes “essential worker” housing.

Conservation area
An area designated by a local authority as possessing special architectural or historical interest.

Density (of development)
The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in many different ways, for example in terms of plot ratio (for commercial development); or the number of units or habitable rooms per hectare (for residential development). See ‘high density’ below.

Development
The carrying out of building, engineering, mining or other operations in, on over or under land, or the making of a material change in the use of any building or other land. Most forms of development require planning permission before they can be carried out.

Embed
To locate or fix within a surrounding mass. To embed historic buildings is to weave them into the fabric of the living and working community.

Enclosure
The use of buildings to create a sense of defined space.

Energy efficiency
The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.

Environmental impact assessment (EIA)
Environmental Impact Assessment (EIA) is a means of drawing together, in a systematic way, an assessment of a project’s likely significant environmental effects. This helps to ensure that the magnitude and importance of any predicted effects, and the scope for reducing them, are properly understood by the public and the relevant authorities before they make their decisions.

Figure/ground drawing
A plan showing the relationship between built form and publicly accessible space (including streets) by presenting the former in black and the latter as a white background (or the other way round).

Footprint
The footprint of a building is the area of ground it occupies.
High density development

Development density is a measure of how intensively land is used for housing, employment, retail, leisure and other uses.

There are various ways of measuring density. Our Parameters document refers to calculated ‘plot ratios’. This is calculated as follows:

Plot ratio = Total floor area of all buildings / site area

A plot ratio of 3.5 would mean that for every square metre of site area, there are 3.5 square metres of development floor space.

The Parameters document also explains that there are many ways in which high density development can be achieved. Tall buildings are one. Medium height developments can also achieve high density, by making very efficient use of the ground. Broadgate, on the edge of the City, is high density (plot ratio 4.2). So are the new developments at Paddington (3.7).

Human scale

The use within development of elements which relate well in size to human beings in a way which makes people feel comfortable rather than overwhelmed.

Inclusive

Something or somewhere to which all members of society can access, to benefit from the opportunities or services available.

Infrastructure

The roads, utilities (see below), bridges and other structures that must be put in place to service buildings and land uses.

Islington Triangle

The 2 acres of land (approximately) within the London Borough of Islington which will become available for redevelopment as part of King’s Cross Central.

The Islington Triangle will be to the north and east of York Way, when it is realigned as part of the CTRL works.

Integrated transport system

Networks of links (bus, rail, road etc) connected in terms of physical access, ticketing, service frequency, timing and capacity.

Landmark

A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Legibility

The degree to which a place can be easily understood and moved through.

Linear land

The 2 acres of land (approximately) alongside the North London Line which will become available for redevelopment as part of King’s Cross Central.

The site will have the new Channel Tunnel Rail Link embankment, aggregate and cement activities to the south; the Midland Main Line to the west; and a Camden transport depot to the east.

Listed building

A building of special architectural or historic interest.

Listed buildings are designated and notified by the Secretary of State for Culture, Media and Sport. There are 3 grades of listed building:

Grade I  Buildings of exceptional interest
Grade II  Particularly important buildings of more than special interest
Grade II* Buildings of special interest
Masterplan

A comprehensive plan for a major area of renewal or development to guide and promote change. Typically, a masterplan will indicate the layout and location of new land uses, activities and services and the relationships between them.

The Government’s Urban White Paper (November 2000) explained that:

“Masterplans are about setting out a vision for an area undergoing change and a strategy for implementing that vision. They are about taking the initiative in terms of design, layout, houses, jobs and services in order to build or strengthen communities. Critically, they must show local people what an area might look like in the future.”

Mixed use development

A generic term for development which includes a variety of land uses and activities for example employment uses plus housing, retail and leisure.

Many different forms of development can be ‘mixed use’. For example Argent’s Brindleyplace development in Birmingham is mixed use, combining offices (70%) with housing (9%), hotels, retail (5%), leisure and other uses (11%).

St George’s Charter Quay development in Kingston upon Thames is also mixed use. It combines housing (66%) with retail (18%) and other uses (16%).

Permeability

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

Planning policy guidance note (PPG)

Documents embodying Government guidance on planning policy to developers and local planning authorities. They must be taken into account in writing development plan policies and in making planning decisions.

There are 25 PPGs covering topics such as general policy and principles, housing, planning and waste management, transport, planning and the historic environment, archaeology and planning and noise.

Plot ratio

A measurement of density generally expressed as gross floor area divided by the site area.

See ‘high density’ above.

Public realm

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.
Regeneration
There is no official definition of regeneration. It might be defined as processes of change within an area, to improve the physical environment, create new economic opportunities and tackle social problems.

Sustainable development
Development which meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland Commission, 1987).

Transport hub
See Transport interchange below.

Transport interchange
Places where people and/or goods can access and switch between different modes of transport (for example national rail, underground, buses) and/or switch routes.

Urban block
The ‘building block’ of towns and cities. The arrangement of built development, buildings and land uses, in between major public routes and public spaces.

Urban compound
An area of development with a single or dominant land use that acts as a physical or perceived barrier, preventing ease of movement and discouraging public access.

Urban grain
The pattern of street blocks, development plots and their buildings. If the pattern of blocks and their subdivision into plots is small and frequent, the grain is said to be ‘fine’. Conversely, if the pattern is large and infrequent, the grain is said to be ‘coarse.’

Utilities
The supply of power, water, drainage, gas and telecommunications.
Contact us

You can send us your comments on this document (or request copies of our earlier documents, ‘Principles for a Human City’ and ‘Parameters for Regeneration’) in the following ways:

**Web site**

Our documents can be downloaded from our web site. You can also take part in the consultation process, electronically, by answering questions on-line. The web site address is:

www.argentstgeorge.co.uk

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You should also visit our second web site, which forms part of our consultation work with schools and young people:

www.kxc21.co.uk

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