King’s Cross Central
Main Site
Revised Development Specification

Argent (King’s Cross),
London and Continental Railways
and Exel

September 2005
Contents

1. Introduction
2. The Application Site
3. Development Content
4. Parameter Plans
5. Landscape Proposals
6. Implementation Parameters

Annex A Supporting Infrastructure Works and Facilities
Annex B Floorspace Schedule for Development Zones
Annex C Specification for Access and Circulation Routes
Annex D Landscape Proposals Plans (Bound Separately)
Annex E Specification of Works to Retained Historic Buildings and Structures (Bound Separately)
Annex F Summary of Scheme Revisions and Refinements
1. Introduction

1.1 This Revised Development Specification is part of a planning application for the comprehensive development of 26.1 ha (64.50 acres) of former railway lands within the King’s Cross Opportunity Area. The application (reference 2004/2307/P) was submitted to the London Borough of Camden by the ‘King’s Cross Central’ development partners, Argent (King’s Cross) Ltd, London and Continental Railways Ltd (LCR) and Exel plc (‘the applicants’), in May 2004.

1.2 Since then, the applicants have held extensive discussions with the Council and others (including the Greater London Authority, Transport for London and English Heritage) about various aspects of the application, including the number, form and hierarchy of public spaces; the accommodation of buses and other surface transport; the embedment of retained historic buildings as an integral part of the new development; provision for community facilities including primary care and walk-in health centres, a primary school and children’s centre; building heights; the types, quantum and mix of housing; environmental performance and sustainability; and the footprint, quantum and land use mix of built development overall. The applicants have also taken account of the many written representations received by the London Borough of Camden, during formal consultation. As a result, the applicants are now proposing a number of amendments to the application. This Revised Development incorporates the proposed amendments and replaces the original Development Specification submitted in May 2004.

The Purpose and Structure of the Development Specification

1.3 This Development Specification defines and describes the principal components of the proposed development and is structured as follows:

i) This Introduction forms Section 1.

ii) Section 2 provides information about the application site.

iii) Section 3 defines and describes the overall development content and the approach to site-wide issues such as overall floorspace; housing mix; community, health, education and cultural uses; parking ratios; basements; and environmental performance.

iv) Section 4 describes a series of 21 Parameter Plans. These Parameter Plans form part of the Development Specification. They address and fix\(^1\), various elements of the proposed development, for example site layout; levels; the public realm; development zones; access and circulation; land uses; works to heritage buildings; development massing; maximum building heights; strategic views; and utilities.

v) Section 5 explains the Landscape Proposals for the principal public realm areas within the proposed development.

vi) Section 6 identifies various phasing and implementation thresholds and sets out a number of important commitments.

\(^1\) In some cases, within defined Limits of Deviation (LOD).
Type of Planning Application

1.4 The outline planning application seeks approval, at this stage, for:
   i) Means of access and circulation (to the extent that access and circulation are defined and described within this Development Specification);
   ii) Siting (to the extent that siting is defined and described within this Development Specification); and
   iii) Landscaping (to the extent that landscaping is defined and described within this Development Specification).

1.5 The application seeks planning permission to undertake works of alteration to existing buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development. The application also seeks planning permission to relocate and re-erect some existing structures within the King’s Cross and Regent’s Canal conservation areas. These ‘heritage’ works and interventions are defined and explained within this Development Specification.

1.6 The application does not seek any approval, at this stage, for the detailed design or external appearance of any new buildings. Nevertheless, the applicants submitted an Urban Design Statement and Urban Design Guidelines for the proposed development in May 2004. They explain the context within which design details would come forward later, as applications for the approval of reserved matters by the local planning authority (LPA).

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

1.7 The applicants have also submitted parallel four applications for listed building consent and four applications for conservation area consent. These parallel applications (detailed at para 4.60 below) seek consent to undertake demolition and other works that are necessary to deliver the comprehensive development of the site, as defined and described in this Revised Development Specification.

1.8 This Revised Development Specification cross-refers to the demolition and other works, for which the applicants seek listed building and conservation area consent, but it does not describe or define them in detail. This Revised Development Specification does not form part of any application for listed building or conservation area consent.

Highway Proposals

1.9 The planning application is accompanied by drawings that show indicative proposals for the existing adopted highways of Pancras Road, Goods Way and York Way. These drawings do not form part of the planning application, as planning permission is not required for the works. Rather, the indicative drawings have been submitted to:
   i) Demonstrate that satisfactory highway access can be provided to and from the site, in accordance with the means of access and circulation sought as part of the application;
ii) Demonstrate that the development can be carried out without prejudicing the safe and efficient operation of the highway; and

iii) Indicate a highway configuration that makes proper provision for pedestrians, cyclists, public transport and private cars.

1.10 In due course, following the grant of planning permission, the applicants would agree detailed schemes for Pancras Road, Goods Way and York Way, with the relevant highway authorities and would enter into an agreement (or agreements), under section 278 of the Highways Act.

Other Supporting Information

1.11 The planning application is accompanied by a number of other supporting documents and studies submitted in May 2004:

May 2004 Documents that Deal with the Evolution of the Proposals:

Past Evolution

i) An Urban Design Statement;

ii) A Statement of Community Engagement;

Future Evolution

iii) Urban Design Guidelines;

iv) Initial Conservation Plans (for retained heritage buildings);

May 2004 Documents that Deal with Policy and Assessment Issues:

v) An Environmental Statement;

vi) A Transport Assessment together with a Green Travel Plan;

vii) A Retail Impact Assessment;

viii) A Planning Statement;

May 2004 Strategy Documents that Deal with Future Implementation:

ix) An Implementation Strategy;

x) An Environmental Sustainability Strategy;

xi) A Public Realm Strategy;

xii) A Code of Construction Practice; and

xiii) A Regeneration Strategy.

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

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

ii) explain the way in which the applicants would approach the implementation of the development;
iii) define and explain the significant regeneration and other benefits, which the proposed development would bring about;

iv) address statutory requirements in relation to Environmental Impact Assessment (EIA);

v) incorporate good practice requirements, for example in relation to Green Travel and construction practice;

vi) address various planning policy and assessment issues, for example the impact on transport networks; and

vii) generally assist the LPA in evaluating and determining the application.

1.13 In addition, the applicants are submitting additional environmental information, to explain how the proposed amendments to the application affect the findings of the EIA as reported in the Environmental Statement (ES).
2 The Application Site

2.1 The application site lies between the Euston Road, St Pancras Station, the Midland Main Line, the alignment of the new Channel Tunnel Rail Link (CTRL), York Way and King’s Cross Station.

2.2 The site includes Wharf Road, Goods Way, Battle Bridge Road and (parts of) Pancras Road and York Way.

2.3 The site includes a number of listed buildings and structures. Additionally, much of the site falls within the Regent’s Canal Conservation Area and the King’s Cross Conservation Area. See also paras 4.3 and 4.4 below, which provide further information about the application site and its boundary.

Present and Recent Land Uses

2.4 At present, the majority of the land to the south of the Regent’s Canal is used for CTRL construction purposes, for temporary construction roads and for car parking associated with King’s Cross Station. The Great Northern Hotel, Stanley and Culross Buildings have been vacated and secured due to construction work on adjacent sites. The German Gymnasium has been refurbished to accommodate a CTRL visitor centre until 2007. A small area is occupied by a district gas governor facility. To the north of the gas governor stands the listed gas holder no.8, with the dismantled pieces from a linked triplet of gas holders (also listed) stored alongside. Part of the site, between Goods Way and the Regent’s Canal, is currently a filling station.

2.5 Immediately to the north of the Regent’s Canal, the ‘Goods Yard’ comprises a collection of former railway and industrial buildings, some of which are presently occupied by a range of interim/short term uses. The main Goods Yard buildings are used for a variety of manufacturing, storage, distribution and leisure uses including night-clubs. A number of buildings, including the Fish and Coal offices and the Midland Goods Shed offices, are disused/vacant.

2.6 The land to the east of the Midland Goods Shed and to the north of the main ‘Goods Yard’ buildings is currently used for CTRL construction purposes.

2.7 The ongoing, complex nature of the CTRL project makes it unrealistic and inappropriate to provide accurate ‘existing’ floorspace data. Instead, Table A below presents the applicants’ best estimate of the land uses and floorspace that existed on site in 2001, prior to the commencement of major CTRL construction works.

2.8 Table A indicates that, in 2001, a wide variety of uses, including storage and distribution (use class B8), business and employment (use class B1), general industry (use class B2), housing (use class C3) and assembly and leisure uses (use class D2 and night clubs) occupied some 85,000 square metres of floorspace across the site.

2.9 Where buildings were disused/vacant in 2001, they have been included in Table A on the basis of their last known use.

2.10 The figures in Table A exclude temporary portakabins; substations and other plant; and open-air storage areas.
**Housing**

2.11 In 2001, prior to the commencement of major CTRL construction works, there were 74 residential dwellings on site as follows:

i) 3 x Stanley Buildings, each with 10 units (30 units in total)
ii) Culross Buildings (40 units)
iii) 4 x Gas Works Cottages (4 units)

2.12 5 of these buildings have since been demolished, as part of the CTRL works:

i) 1 x Stanley Building (10 units)
ii) 4 x Gas Works Cottages (4 units)

2.13 This leaves 60 units on site. All are self contained flats/maisonettes. None of the units are currently occupied or have been brought up to modern standards; all are currently disused/obsolete.

**Hotels**

2.14 As indicated in Table A, the Great Northern Hotel contained 82 guest bedrooms and 13 staff bedrooms. The applicants estimate that these rooms provided around 174 bed spaces, when the building was in use as a hotel, prior to the commencement of major CTRL construction works in 2001.

2.15 The Great Northern Hotel now stands disused and vacant due to the impact of adjacent London Underground construction works.

**Car Parking**

2.16 As explained above, much of the site (including public highways) has been extensively remodelled since 2001, as part of ongoing construction works for the CTRL and the related redevelopment of the King’s Cross St Pancras London Underground Station.

2.17 Table B below presents a conservative estimate of the parking spaces in use within the application site at 2001. It indicates that some 1,682 spaces were in use, for both HGVs and cars/vans. With no HGV parking, it is considered that the site (without the comprehensive redevelopment proposed) could readily accommodate over 1,800 cars.

2.18 The applicants have derived these figures from survey counts, analysis of historic aerial photographs, lease plans and historic traffic orders.

2.19 The majority of these spaces were (and are) undesignated spaces, on private land. Some 22 spaces existed on public highways, namely Battle Bridge Road, Cheney Road, Clarance Passage, Goods Way, Pancras Road, Stanley Passage and Wellers Court. The applicants understand that 16 spaces were metered; the other 6 were for residential use.
### Table A – Land Uses and Floorspace within the Main Site (2001)

<table>
<thead>
<tr>
<th>Uses within Class</th>
<th>Examples within the Site</th>
<th>Estimated Floorspace (2001)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Furniture and tile shops</td>
<td>1,944 sq.m.</td>
</tr>
<tr>
<td>A2</td>
<td>N/A</td>
<td>Zero</td>
</tr>
<tr>
<td>A3/A4/A5/ Night clubs</td>
<td>Nightclubs and wine bar</td>
<td>2,172 sq.m.</td>
</tr>
<tr>
<td>B1</td>
<td>Media companies, computer services, railway offices, vehicle repair, printing, travel/transport</td>
<td>11,183 sq.m.</td>
</tr>
<tr>
<td>B2</td>
<td>Construction/building business, stage manufacture, freight transport, concrete batching, shopfitting, refuse disposal and sanitation</td>
<td>9,162 s.q.</td>
</tr>
<tr>
<td>B8</td>
<td>Document storage, lighting storage, staging distribution, scaffolding storage, parcel distribution, office furniture &amp; antiques storage</td>
<td>33,157 sq.m.</td>
</tr>
<tr>
<td>C1</td>
<td>Great Northern Hotel (82 guest bedrooms and 13 staff bedrooms)</td>
<td>4,675 sq.m.</td>
</tr>
<tr>
<td>C2</td>
<td>N/a</td>
<td>Zero</td>
</tr>
<tr>
<td>C3</td>
<td>Flats and workmen’s cottages</td>
<td>7,429 sq.m.</td>
</tr>
<tr>
<td>D1</td>
<td>Art/performance gallery, health and alternative therapies</td>
<td>544 sq.m.</td>
</tr>
<tr>
<td>D2</td>
<td>Indoor carting, golf driving range</td>
<td>7,330 sq.m.</td>
</tr>
<tr>
<td>Car Parking</td>
<td>Buildings associated with the control and management of parking</td>
<td>235 sq.m. (see 2 below)</td>
</tr>
<tr>
<td>Other</td>
<td>Vehicle hire, petrol station</td>
<td>7,314 sq.m.</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>85,145 (85,150)</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>HGVs</th>
<th>Cars/Vans &amp; Other Vehicles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>LCR/Exel Land</td>
<td>160</td>
<td>1,500</td>
<td>1,660</td>
</tr>
<tr>
<td>Public Highways</td>
<td></td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>160</strong></td>
<td><strong>1,522</strong></td>
<td><strong>1,682</strong></td>
</tr>
</tbody>
</table>

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

Total Development

3.1 The outline planning application proposes a scheme for:

“Comprehensive, phased, mixed use development of former railway lands within the King’s Cross Opportunity Area, as set out in this Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no. 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent’s Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities.”

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

3.3 Table 1 sets out the overall total floorspace proposed for the site as a whole:
   i) 244,250 sq. m. to the south of the Regent’s Canal;
   ii) 468,840 sq. m. to the north of the Regent’s Canal;
   iii) 713,090 sq. m. in total.

3.4 Table 1 further defines maximum floorspace figures, for each category of land uses. The aggregate total of these maximum floorspace figures, for all categories of land uses (854,045 sq m), exceeds the overall total floorspace applied for (713,090 sq m). This is because the application seeks permission for “up to” the maximum floorspace specified for each category of land uses, to provide important flexibility over the content of the development. The application provides scope, therefore, to respond to changing needs and circumstances, over the course of the implementation of the project.

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

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3 All floorspace figures are given as gross external areas, except where specifically stated otherwise.
3.6 The floorspace figures given in Table 1 include the linked triplet of gasholder guide frames, which would (as stated at para 3.1 above) be re-erected to enclose new residential and other development on the site of the Western Goods Shed. The guide frame for gas holder no.8 would be re-erected alongside, as a free-standing structure, to enclose new play facilities and open space. As explained below, storage space for outdoor/demountable play and sports equipment; one or more function rooms (for community use) and toilet facilities could be incorporated into the design of a multifunctional, high-technology ramp, passing around the internal perimeter of the gasholder no.8 guide frame. These facilities are not included within the Table 1 floorspace figures.

3.7 The floorspace figures given in Table 1 do include various other, existing buildings and structures, for which the application proposes works of alteration, to facilitate their refurbishment for specified new uses: the Great Northern Hotel; the German Gymnasium; the southern Stanley Building; the Fish and Coal offices and Wharf Road Arches; the Granary building, together with its flanking offices and East and West Transit Sheds; the Midland Goods Shed and adjoining Handyside Canopies; Regeneration House; the Eastern Coal Drops; and the Western Coal Drops.

3.8 The works of alteration proposed for these buildings are described in detail at Annex E (bound separately). Not all of the items listed technically require planning permission. Those that do not have been included to present the proposals ‘in the round’ and to assist the LPA in their assessment and understanding.

3.9 The proposed works include the following:

**General (applies to several buildings)**

i) The installation of new services, lifts and stairs/means of escape;

ii) The replacement of existing windows;

iii) Replacement of unsympathetic external fittings and services;

**Great Northern Hotel**

iv) Demolition of the basement (3 offices) and ground floor extension (kitchens, toilet and office) on the south-western façade and the fire escape which crosses the extension; demolition of the basement (storage) and ground floor extension (ladies toilets) on the northern façade; removal of the railings and covering of the lightwell along, the south-western and northern sides of the hotel; and alterations to accommodate a central plant room within the fifth floor;

**German Gymnasium**

v) Repair and refurbishment of the roof timbers and dormer windows; Recovering the roof; the removal of the modern first floor, modern partitions and mezzanine structures;

**Southern Stanley Building**

vi) Embedment of the building within a new development comprising business and employment and other uses; removal of the existing
security grilles; removal of secondary partitions (whilst retaining the principal walls); and provision of additional/refurbished vertical circulation;

**Fish and Coal Offices and Wharf Road Arches**

vii) Re-glazing the window openings within the Fish and Coal offices; refurbishment of the existing stone staircases within Fish and Coal; the opening-up of up to 3 arches beneath the Wharf Road viaduct, to establish a new pedestrian route to the Canal towpath; the removal and replacement of the Wharf Road viaduct road surface and waterproofing; and the introduction of new glazing and entrance doors within the Wharf Road vaults/arches;

**Granary Building and Flanking Offices**

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

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

**Transit and Assembly Sheds**

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

**Midland Goods Shed and Handyside Canopies**

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

**Eastern Coal Drops**

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

**Western Coal Drops**

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

3.10 Some of the works listed above (and set out in more detail at Annex E) are also the subject of applications for listed building or conservation area consent, submitted alongside the planning application. This is explained further at paras 4.60-4.61 below. Other works would need to be the subject of future applications for listed building or conservation area consent. This is explained further at Annex E.

**Development Zones**

3.11 The site has been divided into 20 development zones that reflect the geographic layout of the proposed development. The development zones are shown on Parameter Plan KXC 005; they include the existing buildings and structures to be retained and refurbished, for specified new uses, referred to above.

3.12 The total development floorspace is divided between the development zones in accordance with the zonal floorspace schedule at Annex B.

**The Public Realm**

3.13 In addition to the built floorspace detailed in Table 1 above, the proposed development includes new streets, parks, squares and other principal public realm areas which, as explained in more detail below (see para 4.15), account for some 10.5 ha or 40% of the total site area. These principal public realm areas are shown in Parameter Plan KXC 004.

**Business and Employment**

3.14 The application seeks planning permission for up to 455,510 sq. m. of business and employment uses (predominantly offices) within use class B1, to be distributed in accordance with the zonal floorspace schedule at Annex B.

3.15 The applicants consider that at least 400,000 sq. m. of business and employment space should be developed within the site and ideally more (up to the maximum of 455,510 sq. m.), in order to establish an enterprise ‘cluster’ of offices with the requisite critical mass to be successful.

3.16 The proposed development could also accommodate some other B1 uses: for example research and development, studios, high technology uses and light industry.
**Table 1: Total Floorspace Proposed within the King’s Cross Central Main Site**

<table>
<thead>
<tr>
<th></th>
<th>Total Floorspace Applied for (sq. m.)</th>
<th>Maximum amount of floorspace, within the total applied for, that may be developed as (sq. m.):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Business &amp; employment (B1)</td>
<td>Residential</td>
</tr>
<tr>
<td><strong>South of Regent’s Canal</strong></td>
<td>244,250</td>
<td>221,510</td>
</tr>
<tr>
<td><strong>North of Regent’s Canal</strong></td>
<td>468,840</td>
<td>234,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>713,090</td>
<td>455,510</td>
</tr>
</tbody>
</table>

4. D1 uses include community, health, education and cultural uses such as museums.
5. D2 (Assembly and Leisure) uses include concert halls, dance halls, casinos, gymnasiums and other sports/recreation uses, including cinemas, which are also identified separately in Table 1. The Use Classes Order 2005 now classifies night clubs as sui generis. 28,730 sq.m. represents the maximum floorspace for all D2 uses, including cinemas and night clubs.
6. ‘Other’ refers to service entrances and access to London Underground Ltd (LUL) facilities and public bicycle interchange/storage facilities.
7. The proposed residential floorspace includes development within the listed gas holder triplet guide frames. See paras 4.104 and 4.105. All other floorspace figures given in Table 1 are given as gross external areas.
8. The floorspace figures in Table 1 exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities.
9. Other than the Multi Storey Car Park, the floorspace figures in Table 1 exclude parking.
10. The floorspace figures in Table 1 exclude new basement floorspace within buildings, with the exception of the proposed bicycle interchange/storage facilities and D2 uses within zone B, which would be partly within new basement floorspace. Other new basement floorspace constructed within buildings as part of the development would be used (only) for plant, services and equipment, storage and parking. See paras 3.40 and 3.41.
11. The floorspace figures in Table 1 exclude rooftop plant.
12. The floorspace figures in Table 1 exclude the district gas governor (which would be relocated within the site to development zone V).
13. The proposed residential floorspace includes student housing.
14. Figures with yellow shading are lower than the original Development Specification. Figures with green shading are higher than the original Development Specification.
Residential

3.17 The application seeks permission for up to 173,475 sq. m. of residential floorspace, to be distributed in accordance with the zonal floorspace schedule at Annex B.

3.18 The maximum residential floorspace proposed would provide 1,700 new residential flats, together with up to 650 student housing units (comprising up to 500 cluster flats and up to 150 studio flats). The completed development would include 1,700 residential flats and may include some or all of the student housing, with the following mix of sizes:

Residential Flats (excluding student housing)

i) Studio/1 bed 37-42%
ii) 2 bed 30-35%
iii) 3 bed 18-22%
iv) 4 bed 5-11%

Student Housing

v) Studios up to 150 units
vi) Cluster flats up to 500 units

3.19 At least 40% of the proposed 1,700 residential flats would be provided as affordable housing, including social for rent units and intermediate housing units, subject to securing appropriate financial, lettings, management and other delivery mechanisms. A significant proportion of the social for rent units would be 3 and 4 bedroom units suitable for families. The remainder would be smaller, 1 and 2 bedroom units. Intermediate housing would include the full range of intermediate products, for sale and rent, including discount market rented, shared ownership, shared equity and ‘homebuy’. The applicants propose to target a proportion of these units directly at existing Council/RSL tenants.

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

Lifetime Homes and Wheelchair Accessible Housing

3.21 The applicants propose to apply and meet the requirements of ‘Lifetime Homes’ standards to all new residential buildings, to the extent that this is consistent with the high density, mixed use masterplan and the terms of an outline planning permission. The standards incorporates sixteen design features, which aim to ensure that new properties will be flexible enough to meet the existing and changing needs of most households.

3.22 The applicants have had regard to the London Plan target that 10% of all new homes should be wheelchair accessible or easily adaptable for wheelchair users. This is a challenging target for any high density development. As such, the priority would be to provide up to 10% wheelchair accessible/easily

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15 Homebuy is a scheme to help people buy a home on the open market, by providing an interest free loan for 25% of the purchase price.
adaptable social rented homes, subject to identifying local need and reaching agreement on grant funding, design and other delivery mechanisms.

3.23 The target for intermediate and market housing would be determined with the benefit of further local market testing, to assess the likely take up of the accommodation.

**Shopping/Financial and Professional Services/Food and Drink**

3.24 The application seeks permission for up to 45,925 sq m of shopping, food and drink and financial and professional services uses within use classes A1, A2, A3, A4 and A5. These uses would be distributed in accordance with the zonal floorspace schedule at Annex B.

3.25 For convenience, the full range of A1, A2, A3, A4 and A5 uses is referred to, throughout the remainder of this Revised Development Specification (and in Table 1 above), as ‘shopping/food and drink’.

**Relationship with Proposed Shopping/Food & Drink Development at The Triangle Site**

3.26 As explained in Section 4 below, the applicants are submitting a separate planning application for development of an adjacent site, referred to as the ‘Triangle Site’. The Triangle Site falls partly within Camden and partly within Islington and, for this reason, a separate planning application has been prepared and submitted to both authorities, as joint LPAs.

3.27 The Triangle site application seeks permission for up to 2,500 sq. m. of shopping/food and drink. This would not, however, lead to any additional shopping/food and drink floorspace provision, over and above Table 1 above. The applicants do not propose to construct more than 45,925 sq. m. of shopping/food and drink across the two sites (Main Site and Triangle Site) and would be willing to see (a) planning condition(s) to this effect.

**Community, Health, Education and Cultural Uses**

3.28 The application seeks permission for up to 71,830 sq m of community, health, education and cultural uses within use class D1. These uses would be distributed in accordance with the zonal floorspace schedule at Annex B. Annex B confirms that up to 40,000 sq m of the potential 71,830 sq m is allocated to development zone L, which comprises the Granary building, the flanking offices, East and West Transit Sheds plus new development within the footprint of the Assembly Shed. The applicants are currently in discussions with the University of Arts London (UAL) to establish new facilities at King’s Cross, within the Granary and adjacent buildings, for the College of Central St Martin Art and Design (CSM). The floorspace figure given in Annex B for D1 land uses reflect these discussions. See also Table 2 below.

3.29 In addition, the Revised Development Specification provides specifically for a number of identified community facilities, as follows:

i) Public bicycle interchange/storage facilities within development zone B;

ii) Public health and fitness facilities, including a 25 metre swimming pool, within development zone B;
iii) A public indoor sports hall (with 8 metres clear internal height) within development zone Q, providing 4 x standard badminton courts/1 basketball court/ 1 volley ball court/ 1 x 5- a-side football pitch, plus reception, changing, circulation and related facilities, for example café areas and children’s soft play. The sports hall building may also accommodate meeting space for local community groups;

iv) A primary health walk-in centre of up to 750 sq m GIA, for example within development zone E;

v) A primary health care centre of at least 1,250 sq m GIA, within development zone T;

vi) ‘Flux Park’ play facilities and open space, within development zone N (Gas Holder no.8);

vii) a Local Equipped Area for Play (LEAP) and Local Area for Play (LAP) within the proposed Handyside Park, including facilities to support disabled children’s play;

viii) A 2 form entry primary school of at least 2,100 GEA sq m within development zone P;

ix) A multi use games area (MUGA) of at least 630 square metres;

x) A children’s centre of at least 645 sq m GEA, incorporating nursery, drop-in/crèche, medical and other facilities within development zone T.

3.30 The primary school would be accommodated at ground floor and first floor level, with access to high quality external play spaces including play decks and a playground within development zone P and the adjacent ‘Flux Park.’ The Children’s Centre would similarly have access to high quality external play spaces (with hard surfaces, soft play surfaces and landscaping) within Canal Street. The principal access to the school and Children’s Centre would both be from Canal Street. The development would also provide for community meeting facilities of at least 370 sq m. As indicated above, these meeting spaces may be provided as part of other community facilities.

3.31 The following indicates a list of other facilities that could also be provided within the floorspace applied for (should it be necessary and/or appropriate to do so):

i) Library facilities;

ii) Day care/nursing facilities;

iii) Additional day nursery facilities;

iv) Additional higher education facilities;

v) Visitor/tourist information centre(s);

vi) Industrial heritage and other museums;

vii) Multi faith centre;

viii) Art galleries/visual arts centre/exhibition space;

ix) Enhanced facilities for boat users.
3.32 The timing and delivery of the community, health and education provision identified at para 3.29 above would be matters for agreement with the LPA, as plans come forward for each major phase.

**Assembly and Leisure Uses**

3.33 The application seeks permission for up to 28,730 sq m of assembly and leisure uses within use class D2 and night clubs. The D2 use class includes concert halls, dance halls, casinos, gymnasiums, sports centres, swimming pools and other sports/recreation uses including cinemas. The Use Classes Order 2005 now classifies night clubs as sui generis. These uses would be distributed in accordance with the zonal floorspace schedule at Annex B.

3.34 Up to 8,475 sq m of the total D2/night club floorspace may be cinema(s). Cinema floorspace would be provided in accordance with the zonal floorspace schedule at Annex B.

**Car Parking/Storage**

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

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Maximum Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) Residential</td>
<td>0.5 spaces per dwelling</td>
</tr>
<tr>
<td>(excluding student housing)</td>
<td></td>
</tr>
<tr>
<td>ii) Student housing</td>
<td>An additional 25 spaces</td>
</tr>
<tr>
<td>iii) Hotels.serviced apartments</td>
<td>1 space per 10 bedrooms</td>
</tr>
<tr>
<td>iv) Uses within classes D1 and D2</td>
<td>1 space per 600 sq m</td>
</tr>
<tr>
<td>v) Uses within class B1 south of the Canal</td>
<td>1 space per 1,500 sq m</td>
</tr>
<tr>
<td>vi) Uses within class B1 north of the Canal</td>
<td>1 space per 1,250 sq m</td>
</tr>
<tr>
<td>vii) Uses within classes A1, A2, A3, A4 and A5</td>
<td>1 space per 1,000 sq m</td>
</tr>
</tbody>
</table>

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

i) along new streets, within the built development;

ii) within a Multi Storey Car Park (MSCP) developed as part of development zone T (see Section 4); and

iii) within the basements and undercroft of buildings.

3.37 Up to 65 car parking spaces would be provided on-street, within the development to the north of the Regent’s Canal. In addition, up to 800 spaces would be provided within the MSCP, for the use of residential and business occupiers, other staff, retail and leisure uses, hotel guests, visitors, a city car club scheme and the general public. The MSCP would provide scope for dual/shared use of parking and innovative, flexible management arrangements, to promote both the economic success of the new development and sustainable travel choices.
3.38 Parking for people with disabilities would be provided within the ratios given above at para 3.35.

3.39 The ratios stated above do not include service bays for service vehicles. Additional spaces, over and above the ratios stated at para 3.35, may be provided as service bays for service vehicles.

**Basements within Buildings**

3.40 The application seeks permission for up to:

i) 32,000 square metres of new basement floorspace within buildings to the south of the Regent’s Canal;

ii) 51,500 square metres of new basement floorspace within buildings to the north of the Regent’s Canal;

iii) 83,500 square metres of new basement floorspace within buildings, in total.

3.41 These basement areas are not included within, but rather are additional to, the floorspace figures given in Table 1 and Annex B, except where specifically stated. Other new basement floorspace constructed within buildings as part of the development would (only) be used for plant and other services and equipment (for example Uninterruptible Power Supplies), storage and parking.

**Environmental Performance and Sustainability**

**Drainage**

3.42 The new drainage infrastructure provided within the Main Site would achieve a combined (storm and foul) flow to the existing combined sewers at least 10% less than the existing, maximum allowable discharge, calculated on the principle of equivalent discharge (2547 l/s\(^{16}\)). The new drainage infrastructure would be designed such that the combined peak discharge from the Main Site to the existing combined sewers would not exceed 2292 l/s.

**Green/Brown Roofs**

3.43 At least 15% of the roof area of new buildings constructed within the development would be ‘green’ / ‘brown’ roofs (or equivalent systems).\(^{17}\) The intention is to cluster green/brown roofs together; and as meaningful adjuncts to the ‘green’ corridor along the CTRL embankment towards the Triangle Site, where additional green/brown roofs and a habitat area are proposed (see separate Revised Development Specification for the Triangle Site).

**Renewable Energy**

3.44 Up to 14 wind turbines would be accommodated at roof level, with horizontal and/or vertical separation between these and any green/brown roofs. See Section 4 and Parameter Plans KXC014 and KXC021 below.

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\(^{16}\) The existing maximum allowable discharge has been agreed with Thames Water, the incumbent drainage authority, following a hydraulic study. The study was undertaken in conjunction with Thames Water.

\(^{17}\) The term ‘green roof’ refers to both intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation. The term ‘brown roof’ refers to roof areas where ruderal vegetation (vegetation associated with disturbed sites) is allowed to colonise low fertility substrates like those found in the rubble of demolished buildings.
3.45 In addition, the development would include pipework for ground source heat pumps within (beneath) Cubitt Square and potentially other public realm areas.

3.46 The development would incorporate and show-case photovoltaics in locations that would receive long periods of direct sunlight. Potential locations include development zone B (in particular development plot B2), development zone K (in particular the Handyside canopy) and development zone M (the Coal Drops).

3.47 Any buildings that are predominantly student housing would incorporate solar water heating to meet part of that housing’s domestic hot water needs.

**District Heating / Combined Heat and Power**

3.48 The development would make use of district heating/Combined Heat and Power (CHP) systems, including at least one fuel cell to show-case that technology.

3.49 Development within development zones A, B, J, K, L, N, P, Q, R, S and T would include the necessary pipework to connect to district heating/Combined Heat and Power (CHP) systems. These systems would support the future application of biomass (renewable) energy provision.

**Noise**

3.50 The façades of residential development along York Way, within development zones J and R, would be exposed to high external noise levels from road traffic. The façades of residential development along the CTRL, within development plots T5 and T6, would be exposed to high levels of railway noise. Acceptable internal noise levels would be achieved within these developments, by specifying appropriate high performance glazing systems at the detailed design stage.

3.51 Construction work on the residential development within development zone J and development plots R4, R5, T5 and T6, would not begin therefore until a scheme for protecting development within that zone/plot from environmental noise, has been submitted to, and approved in writing by, the local planning authority. The scheme shall be designed to ensure that, with windows closed and an alternative ventilation system provided, external environmental noise within bedrooms shall not exceed 35 dB_{L_{Aeq,8hr}} between 23:00 and 07:00 and external environmental noise within other living rooms shall not exceed 40 dB_{L_{Aeq,16hr}} between 07:00 and 23:00.

**BREEAM/EcoHomes**

3.52 All new buildings would be designed to achieve BREEAM and EcoHomes “very good” ratings as a minimum, with an aspiration for “excellent” (or equivalent assessment method and ratings).
4 **Parameter Plans**

4.1 The 21 Parameter Plans (bound separately within an A3 volume) are described below. 18 of the plans are revised from the original Development Specification submitted in May 2004 and 3 are new parameter plans. Together, the 21 new/revised plans reflect the scheme revisions and refinements summarised at Annex F.

4.2 Each of the parameter plans should be read together with its key and any schedules referred to below. These provide more detailed specifications for various items and features shown on the plans and may indicate any limits of deviation that apply. It should be noted that the parameter plans use an adjusted base that incorporates various site layout changes that are anticipated to take place prior to the commencement of King’s Cross Central development, for example changes to the alignment of York Way as part of the CTRL works and the Parabola Land ‘Kings Place’ development at 96 York Way (now under construction).

**Planning Application Area**

4.3 Parameter Plan KXC001 shows the planning application area. The plan confirms that the application site (which is unchanged from May 2004) falls entirely within the London Borough of Camden (LB Camden). The planning application area includes:

i) Part of Camley Street Natural Park. As shown in Parameter Plan KXC007, the application proposes a new pedestrian and cycle route from Camley Street into the King’s Cross Central development, including a new bridge across the Regent’s Canal;

ii) Parts of the Regent’s Canal, including the whole of the canal towpath along the northern bank of the canal, between the Midland Main Line bridge and Maiden Lane bridge.

4.4 The planning application area excludes:

i) The land, within the applicants’ control, referred to as ‘The Triangle Site’. A separate outline planning application with its own (Revised) Development Specification has been submitted to Camden Borough Council and Islington Borough Council for development of the Triangle Site, which lies to the east of the York Way alignment shown on Parameter Plan KXC001. The Triangle Site application is not described or otherwise addressed in this Development Specification, save for the explanation of shopping/food and drink provision at paras 3.26 and 3.27 above. The Triangle Site development is, however, addressed within the Environmental Statement, which has been submitted in support of both outline planning applications (see Section 1);

ii) The land, within the applicants’ control, referred to as the ‘linear land’. The linear land lies between the CTRL embankment and the North London Line. The applicants intend to bring forward an application for the linear land just as soon as current uncertainties surrounding the extent of potential development land and its relationship with the Channel Tunnel Rail Link have been removed; and
iii) The Channel Tunnel Rail Link embankment. The red line application area extends up to the anticipated CTRL fence line.

**Post CTRL Site Layout**

4.5 Parameter Plan KXC002 shows the site layout that may be anticipated to exist upon the completion and opening of the Channel Tunnel Rail Link (CTRL), prior to the commencement of King’s Cross Central development. As stated on the plan, some aspects of the CTRL design are ongoing and subject to change.\(^{18}\)

4.6 The plan shows a layout of roads and the disposition of buildings and other features, including the new CTRL embankment and international terminus at St Pancras, that are currently under construction.

**Post-CTRL Site Levels**

4.7 Parameter Plan KXC003 shows the site ground levels that are anticipated to exist, upon the completion and opening of the CTRL. Some of the levels shown (in metres AOD) are measured, but others are anticipated and reflect CTRL works that are yet to be completed.

4.8 The plan shows, in black, a series of measured and anticipated site levels outside the site boundary, for example along the CTRL embankment, Camley Street, York Way and the Euston Road. These levels are shown to provide context.

**Principal Public Realm Areas**

4.9 Parameter Plan KXC004 defines the principal public realm areas that are proposed as part of, and form the underlying ‘framework’ for, the comprehensive development of the site.

4.10 The landscape scheme components for each of the areas shown are defined and described in Section 5 and Annex D.

4.11 Parameter Plan KXC004 includes and addresses the ‘Area for King’s Cross Station Enhancement’. The name of this area reflects the fact that Network Rail is bringing forward separate proposals for the Enhancement of King’s Cross Station, including a new western concourse within the enhancement area shown on plan KXC004. Plan KXC004 includes, as part of the base drawing, an illustrative roof plan of the proposed western concourse, as announced by the Department for Transport on 15\(^{th}\) February 2005, plus a related pedestrian arcade route through the ground floor of the Great Northern Hotel,\(^{19}\) to show their potential relationship with King’s Cross Central.

4.12 Network Rail has not yet made any application for planning permission or listed building consent for the King’s Cross Station Enhancement and its related works and there are ongoing discussions about Network Rail’s taxi

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\(^{18}\) For example, the taxi servicing arrangement shown for King’s Cross Station reflects early, draft proposals that are not approved.

\(^{19}\) This application does not seek any approval for the King’s Cross Station Enhancement or the Great Northern Hotel arcade. The arcade would come forward separately alongside/as part of Network Rail proposals for the King’s Cross Station Enhancement, to provide for pedestrian movements, particularly in the ‘perturbation’ scenario of King’s Cross Station closure.
requirements. The Landscape Proposals Plans included at Annex D (and explained in more detail in Section 5) therefore include:

i) Two alternatives for the scheme that the King’s Cross Central applicants propose, including taxi access and drop-off facilities for the existing station configuration, in the event that the Network Rail proposals do not come forward, or are materially delayed, beyond the start date for King’s Cross Central (LPP101a and LPP101b); and

ii) Two alternatives for the scheme that the King’s Cross Central applicants propose, including taxi access and drop-off facilities for a future station configuration, with the King’s Cross Station Enhancement (LPP101c and LPP101d).

4.13 The proposed development includes the re-erection of the linked triplet of gas holder guide frames, on the site of the Western Goods Shed, alongside the Regent’s Canal. As explained further below, the application proposes new residential development within the linked triplet of gas holder guide frames, with some D1, D2 and shopping/food and drink (A1/A2/A3/A4/A5) uses.

4.14 The proposed development also includes the dismantling, relocation and re-erection of the gas holder no 8 guide frame immediately to the west of the linked triplet and the use of the space within it. Together, the four gas holder guide frames would sit within (and form part of) an area of new public realm along the Regent’s Canal and this is reflected in KXC004, which shows indicative positions and orientations for the guide frames.

4.15 The principal public realm areas shown on Parameter Plan KXC004, would represent some 10.5 ha or 40% of the total site area, at the completion of development. These figures exclude the area for King’s Cross Station Enhancement, the Midland Yard and York Way. They also exclude those parts of the Regent’s Canal and Camley Street that fall within the application area.

4.16 Additional local amenity/play space would be provided within individual development zones (see below), for the benefit of residents and potentially others, for example as part of Urban Home Zones. This additional amenity/play space is not identified on Parameter Plan KXC 004, because specific locations and design solutions cannot be fixed at this stage.

4.17 The parameter plan does identify zones for new bridge structures. Four new bridges are proposed to:

i) Link Canal Square and Granary Square with two bridges across the Regent’s Canal, to establish the underlying ‘framework’ of new routes and spaces referred to above. One of these bridges would replace the existing Exel road bridge shown on Parameter Plan KXC002;

ii) Provide a new pedestrian and cycle route from Camley Street into the King’s Cross Central development, across the Regent’s Canal, as described at para 4.3(i) above; and

iii) Link the Eastern Coal Drops with the Wharf Road viaduct (see KXC 002).

4.18 Parameter Plan KXC 007 and Annex C provide further information about the proposed new bridges (which are labelled BR1 – BR4).
4.19 As shown on the parameter plan, most of the ‘development zone boundaries’ that mark the dividing line between principal public realm areas and the site development zones, described below, are subject to a horizontal limit of deviation (LOD).

**Development Zones**

4.20 Parameter Plan KXC005 defines the boundaries of the development zones within which:

i) new buildings and structures would be erected;  
ii) the gasholder guide frames would be relocated and re-erected; and  
iii) works would be carried out, to other existing buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development.

4.21 As shown on the parameter plan, most of the ‘development zone boundaries’ that mark the dividing line between the development zones and the principal public realm areas shown on Parameter Plan KXC004, are subject to a horizontal limit of deviation (LOD).

4.22 The total development floorspace stated in Table 1 would be divided between the development zones in accordance with the floorspace schedule at Annex B. Table 2 below provides a summary description of each development zone.

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20 In some parts of the site, it may be necessary for entrance canopies, balconies, cleaning cradles, brise soleil and other services/equipment, attached to new buildings, to overhang the development zone boundaries.
Table 2 – Summary Description of Development Zones\(^{21}\)

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Mixed use new development. The principal land uses would be offices (B1) with shopping/food and drink (A1/A2/A3/A4/A5) uses below. Zone A could also include hotel/serviced apartment accommodation.</td>
</tr>
<tr>
<td>B</td>
<td>Mixed use new development. The principal land uses would be offices (B1) with public health and fitness (use class D2) and shopping/food and drink (A1/A2/A3/A4/A5) uses below. Public health and fitness uses would be partly within basement floorspace. Zone B could also include hotel/serviced apartment accommodation. The application also provides for public bicycle interchange/storage facilities.</td>
</tr>
<tr>
<td>C</td>
<td>The Great Northern Hotel. The application proposes works to facilitate a range of specified new uses: offices (B1) and/or hotel/serviced apartments. The Great Northern Hotel could also include some shopping/food and drink (A1/A2/A3/A4/A5) uses.</td>
</tr>
<tr>
<td>D</td>
<td>The German Gymnasium. The application proposes works to facilitate a range of specified new uses, i.e. those within the A1/A2/A3, D1 and D2 use classes.</td>
</tr>
<tr>
<td>E</td>
<td>The southern Stanley Building. The application proposes to embed the retained Southern Stanley Building within a new development comprising business and employment (B1) uses with shopping/food and drink (A1/A2/A3/A4/A5) uses and/or D1 uses (for example a health walk in centre) below. The application proposes works to facilitate these uses. New floorspace would be provided over 7 floors, wrapping around the retained Stanley building (5 floors), with a new core/lightwell, accommodating light, lifts, circulation and other services, provided between the two. This would minimise interventions into the existing, listed building. The new development would include both solid and transparent elements, with varying planes of brick and glass, strong corners and vertical expression within the façades, to reflect and complement the townscape qualities of both the existing buildings and proposed new development.</td>
</tr>
<tr>
<td>F</td>
<td>Mixed use new development with residential uses above business and employment (B1) uses.</td>
</tr>
<tr>
<td>G</td>
<td>A new pavilion building to enclose and animate the public realm. The application provides for shopping/food and drink (A1/A2/A3/A4/A5) uses and uses within D1.</td>
</tr>
<tr>
<td>H</td>
<td>A new pavilion building to enclose and animate the public realm. The application provides for shopping/food and drink (A1/A2/A3/A4/A5) uses and uses within D1.</td>
</tr>
</tbody>
</table>

\(^{21}\) Table 2 should be read in conjunction with Annex B and the Parameter Plans. In the event of any discrepancy, Annex B takes precedence.
<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Summary Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>The Fish and Coal offices and Wharf Road arches. The application proposes works to facilitate a range of specified new uses, i.e. business and employment (B1) and shopping/food and drink (A1/A2/A3/A4/A5) uses.</td>
</tr>
<tr>
<td>J</td>
<td>New residential development alongside York Way, with D1, business/employment (B1) and/or shopping/food and drink (A1/A2/A3/A4/A5) uses below.</td>
</tr>
<tr>
<td>K</td>
<td>The Midland Goods Shed, Regeneration House and the adjacent Handyside Canopies. The application proposes works to facilitate a range of specified new uses, i.e. those within the B1, D1 and/or D2 use classes.</td>
</tr>
<tr>
<td>L</td>
<td>The Granary building, plus the flanking offices and Transit Sheds (East and West), plus new development within the footprint of the Assembly Shed. The application proposes works to facilitate a range of specified new uses: business and employment (B1); uses within D1, including higher education; a cinema and other land uses within D2; night clubs; a supermarket and other shopping/food and drink (A1/A2/A3/A4/A5) uses. The applicants are currently in discussions with the University of Arts London (UAL) to establish new facilities at King’s Cross, within the Granary and adjacent buildings, for the College of Central St Martin Arts and Design (CSM). The floorspace figure given in Annex B for land uses within D1 reflect these discussions. However, nothing has been agreed formally. As a result, the floorspace figures also provide for a suitable range of alternative development options.</td>
</tr>
<tr>
<td>M</td>
<td>The Eastern and Western Coal Drops, together with their adjacent viaducts. The application proposes works to facilitate a range of specified new uses, i.e. those within the A1/A2/A3/A4/A5, D1 and D2 use classes and night clubs.</td>
</tr>
<tr>
<td>N</td>
<td>The gas holders. The application proposes new residential development within the linked triplet of gas holder guide frames, with some D1, D2 and shopping/food and drink (A1/A2/A3/A4/A5) uses. The top floor of the building within one gas holder guide frame may be developed as a restaurant with other public uses at ground level. The guide frame for gas holder no. 8 would be re-erected as a free-standing structure, enclosing new play facilities and open space within a ‘Flux Park’.</td>
</tr>
<tr>
<td>P</td>
<td>Mixed use new development. The application provides for a range of land uses including residential; business and employment (B1); a 2-form entry primary school and other uses within D1; a cinema and other uses within D2/night clubs; a supermarket and other shopping/food and drink (A1/A2/A3/A4/A5) uses; hotels and serviced apartments. New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.</td>
</tr>
<tr>
<td>Q</td>
<td>Mixed use new development. The application provides for business and employment (B1) uses along Goods Street, with a public sports hall and indoor soft play facilities (use class D2) behind.</td>
</tr>
<tr>
<td>Development Zone</td>
<td>Summary Description</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>R</td>
<td>Mixed use new development including both business and employment (B1) and residential land uses. The application also provides for uses within D1; a cinema and other uses within D2; and shopping/food and drink (A1/A2/A3/A4/A5) uses. New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.</td>
</tr>
<tr>
<td>S</td>
<td>Mixed use new development including both business and employment (B1) and residential land uses. The application also provides for uses within D1; a cinema and other uses within D2; night clubs; and shopping/food and drink (A1/A2/A3/A4/A5) uses. New local play/amenity space would be provided within the development zone for the benefit of residents and potentially others.</td>
</tr>
<tr>
<td>T</td>
<td>Mixed use new development. The principal land uses would be business and employment (B1), residential and a Multi Storey Car Park (MSCP), which may include an electrical sub-station, a city car club and other site services/facilities. The application also provides for a primary health care centre, a Sure Start/children’s centre and potentially other D1 land uses. Residential development may include student housing at the northern end of zone T and/or other housing wrapping around the MSCP. The application also provides for shopping/food and drink (A1/A2/A3/A4/A5) uses.</td>
</tr>
<tr>
<td>V</td>
<td>Site for the district gas governor currently located within development zone B. See Parameter Plan KXC 002.</td>
</tr>
</tbody>
</table>

4.23 The development zones include some areas that are also identified as principal public realm areas on Parameter Plan KXC 004:

i) Development zone M includes the Coal Drops Yard;

ii) Development zone N includes public realm around the Gas Holders; and

iii) Development zones G and H form parts of Granary Square.

4.24 This overlap reflects the intended function and purpose of buildings and land uses within these areas:

i) The Coal Drops Yard would form an important part of the development and refurbishment of the Eastern and Western Coal Drops, for new uses;

ii) As explained above, the four gas holder guide frames would sit within (and form part of) an area of new public realm along the Regent’s Canal. Together, the gas holders and new public realm also form development zone N; and

iii) Development within zones G and H would accommodate new ‘pavilion’ buildings that are intended to enclose and animate the public realm.
4.25 The precise position and orientation of the gas holder guide frames shown on Parameter Plan KXC005 (and subsequent parameter plans) are indicative. The precise siting and orientation of the gas holder guide frames, within development zone N, would be agreed with the LPA later, following the grant of outline planning permission.

4.26 Parameter Plan KXC005 also shows an indicative sub-division of the larger development zones, into individual development plots.

**Regent’s Canal**

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

4.28 Parameter Plan KXC006 also identifies priority zones for native species planting within the Regent’s Canal corridor, as part of the Landscape Proposals identified within Section 5 of this Revised Development Specification.

4.29 There may be scope to implement additional planting and habitat enhancement measures (not identified on the parameter plan), subject to the co-operation and approval of British Waterways, who control the canal. Other works, shown on the parameter plan, would similarly require the agreement of British Waterways.

**Access and Circulation**

4.30 Parameter Plan KXC007 fixes various access and circulation routes that are proposed, as part of the site’s comprehensive development. Each of the routes and features shown would be retained and/or developed in the form and location identified on the parameter plan and described in Annex C. Annex C provides a more detailed specification for each of the routes proposed explaining, for example, the minimum width of each route and where routes have been designed to accommodate buses and/or other public transport. Annex C also provides a specification for the new bridges and modified/realigned highway junctions shown on the parameter plan.

4.31 The parameter plan includes:

i) Those existing highways which are to be modified/realigned (Pancras Road, Goods Way and York Way);

ii) 5 new/modified junctions along York Way (annotated Jn1 – Jn4 and Jn6);

iii) Primary routes;

iv) Secondary routes;

v) (Tertiary) Routes for access and drop-off only (e.g. by taxis);
vi) Pedestrian/cycle (only) routes within development zones;

vii) Zones for new bridge structures, to carry proposed routes over the Regent’s Canal and link the Eastern Coal Drops viaduct to the Wharf Road Viaduct (annotated BR1 – BR4);

viii) Access points for new below-ground service roads; and

ix) The location of the principal entry and exit points to/from the London Underground.

**Primary Routes**

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

**Secondary Routes**

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

**Tertiary Routes (for access and drop-off)**

4.34 Other, tertiary routes would serve a local access function within the site, allowing vehicular traffic to access individual development plots. Typically (but not always), these routes would have a carriageway width of 5 metres or less. Cars and small goods vehicles could use these routes; larger rigid vehicles such as refuse trucks could use them with shared surfacing for over-running.

**York Way Junctions**

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

**Pedestrian Zones/Restricted Access Streets**

4.36 Wharf Road and Holder Street, together with the southern end of Canal Street (see KXC004), would be pedestrian zones/restricted access streets, capable of accommodating emergency access and controlled servicing when required.

4.37 Wharf Road would form a public promenade/corniche, along the Regent’s Canal, with new/additional landscape planting and habitat enhancement; and the proposed Handyside Park to the north.

4.38 Holder Street and the southern part of Canal Street (CA2) would form an extension to the landscaping and public realm proposed around the gas holder

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22 See also Annex C
23 See also Annex C
24 See also Annex C
guide frames. The proposals for Canal Street include high quality external play spaces for the proposed Children’s Centre.

**Urban Home Zones**

4.39 The applicants propose a new high density typology of Urban Home Zones for King’s Cross Central. Urban Home Zones would be streets (or groups of streets) designed and configured to prioritise social and environmental functions and make them work harder as public, social and play spaces. Urban Home Zones would provide more inclusive environments with pedestrian priority, less and slower traffic and, where possible, areas in which people are comfortable to spend time, meet friends, sit or play.

4.40 This approach would be applied along access/drop-off routes to the north of the Regent’s Canal, to complement the development of high density housing and community facilities. Routes R1, R2, R3, S1, S2 and S3 would all be configured with Urban Home Zones, with clear demarcation at entry/exit points and junctions, reduced design speeds, controlled parking and street elements including gardens, trees, public art, informal seating, other street furniture and play equipment for different age groups.

4.41 These Urban Home Zones, together with the pedestrian zones/restricted access streets described above, would connect together key public spaces within the development, promoting play and pedestrian movement, within and across the site; and contributing to a rich and varied public realm.

**Camley Street Bridge**

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

**King’s Cross Station**

4.43 The parameter plan also shows:

i) a route for access and taxi drop-off (SS3 and CON1), to serve King’s Cross Station in its existing configuration i.e. without a new, western concourse. SS3 and CON1 would be provided in the event that the Network Rail proposals for King’s Cross Station Enhancement do not come forward or are materially delayed, beyond the start date for King’s Cross Central (see para 4.12 above);

ii) revised drop-off arrangements for King’s Cross Station in a future configuration, with the new Network Rail King’s Cross Station Enhancement. As and when Network Rail’s proposals do come forward (see paras 6.24-6.29 below), taxi drop-off would be (re)provided at SS2.

iii) Taxi pick-up would be at SUS1 (in either scenario); and

iv) A potential future pedestrian/cycle route (A1) that could be provided to link up with a potential new bridge across the approach tracks to King’s
Cross Station from the end of Wharfside Road (WR1). The Camden and Islington Planning and Development Brief identifies WR1 as a desirable new connection and encourages Network Rail to provide it. As and when the applicants bring forward detailed development plans for the central part of development zone A (see Parameter Plan KXC005), they would include the potential future pedestrian/cycle route marked A1 within those plans, provided there are firm plans and funding in place for the connecting bridge link WR1.

Limits of Deviation

4.44 The parameter plan does not show limits of deviation for primary routes. Primary routes would be provided between the development zones either side. The alignment of primary routes is therefore subject to the limits of deviation shown on KXC004 and KXC005 for the development zone boundaries. The minimum width of primary routes is given in Annex C.

4.45 Where secondary, access and drop-off and pedestrian/cycle routes are proposed within development zones, the parameter plan shows, with cross-hatching and shading, the limits of (horizontal) deviation that would apply to the route centre-line. The yellow shading shows the limits of deviation for north-south routes within the development zones; the green cross-hatching shows the limits of deviation for east-west routes within the development zones.

4.46 The vast majority of the site access and circulation routes shown on Parameter Plan KXC007 would be uncovered and open to the sky, such that they provide a clear, physical and visual ‘break’ between the street blocks and development either side. The exceptions are:

i) The potential future pedestrian/cycle route A1 (see above). A1 may be provided as a covered walk-/cycleway, through the new buildings in development zone A;

ii) The pedestrian route L1 through the Granary complex (behind the Granary building);

iii) The access/drop-off routes T1 and T2. These may form covered roadways through new buildings in development zone T, to provide service access to the rear of new properties and the CTRL embankment.

4.47 The parameter plan therefore provides information about the ‘grain’ of the development areas, i.e. the future pattern and size of blocks and streets. For example, the parameter plan confirms that development zone R would include a minimum of 5 street blocks, separated by routes R1 – R4. Each street block may include one or more buildings.

Upper Floor and Ground Floor Land Uses

4.48 Parameter Plan KXC008 defines and describes the upper floor land uses along the principal street elevations within the development. Where, for example, one or more contiguous elevations are denoted, with the same unbroken coloured line, to be ‘predominantly business and employment’, it means that the majority (i.e more than 50%) of the upper floor floorspace, along that length of elevation, would be business and employment uses (B1).
Parameter Plan KXC009 fixes the ground floor land uses along the principal street frontages within the development. Where, for example, one or more contiguous frontages are denoted, with the same unbroken coloured line, to be ‘predominantly shops/food and drink/community and leisure uses’, it means that the majority (i.e. more than 50%) of the floorspace at ground level, along that length of frontage, would have a shopping/food and drink, assembly, leisure or institutional use within the A1, A2, A3, A4, A5, D1 or D2 use classes.

The plans confirm that the development would have a mixed use character.

The proposed development includes new residential and other land uses within the re-erected guide frames of the gasholder triplet. The guide frame for gas holder no. 8 would be re-erected as a free-standing structure, enclosing new play facilities and open space within a ‘Flux Park’. These uses are reflected on the parameter plans.

The parameter plans identify the proposed location of the multi-storey car park (MSCP), within part of development zone T, fronting onto the CTRL embankment. The MSCP would provide up to 800 car parking spaces for the use of residential and business occupiers, retail and leisure users, hotel guests, visitors, staff; any city car club and the general public.

Both parameter plans (KXC008 and KXC009) should be read in conjunction with the floorspace schedule at Annex B.

The parameter plans are not intended to show any particular form of built development, i.e. they should not be misconstrued as indicating a ribbon of development around the perimeter of the development zones.

Retained Buildings and Structures and Initial Conservation Plans

Parameter Plan KXC010 shows those building groups and structures that are the subject of initial Conservation Plans submitted in support of the application.

The application seeks planning permission to undertake works of alteration to these buildings and structures, to facilitate their refurbishment for specified uses as part of the proposed comprehensive development, as set out in Table 2 above and the floorspace schedule at Annex B. These works of alteration are defined and described in Annex E25 of this Development Specification and summarised at para 3.9 above.

As explained at para 3.8, not all of the items listed above technically require planning permission. Those that do not have been included to present the proposals ‘in the round’ and to assist the LPA in their assessment and understanding.

The Initial Conservation Plans look beyond the works of alteration proposed as part of this application, to set out the principles for refurbishment that the applicants intend to follow, over the course of the development project. The Initial Conservation Plans also identify further physical interventions that may

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25 Annex E does not address the guide frames for the linked triplet of gas holders, as these have already been dismantled as part of the CTRL works. An initial Conservation Plan has been prepared; see para 4.59.
be required (and therefore applied for) later, as part of a detailed scheme for refurbishment, to support one or more of the specified land uses defined in Table 2 and Annex B.

4.59 The building groups and structures for which Initial Conservation Plans have been prepared are:

i) The Western Coal Drops;

ii) The Eastern Coal Drops;

iii) The guide frames for the linked triplet of gas holders;

iv) The Granary Complex, including the Granary building; the Granary offices that flank it and Transit Sheds on either side, the Midland Goods Shed, Regeneration House and the East and West Handyside Canopies;

v) The Fish and Coal offices and the associated Wharf Road Arches;

vi) The southern Stanley Building;

vii) The German Gymnasium; and

viii) The Great Northern Hotel.

**Demolition and Relocation Proposals for Listed Building and Conservation Area Consent**

4.60 Parameter Plan KXC011 identifies:

i) Those proposals (referred to at para 1.7) for which the applicants have submitted parallel applications for conservation area consent:

a) Demolition of the non-listed Culross buildings;

b) Demolition of the non-listed Western Goods Shed so as to allow the re-erection of the (already dismantled) gas holder triplet guide frames;

c) Demolition of the non-listed Plimsoll Viaduct;

d) Demolition of various other non-listed buildings and structures, including the ‘Laser’ building between the Eastern Coal Drops and Western Transit Shed; the existing Exel bridge over the Regent’s Canal; the ‘bakery’ building and fence to the north of the Western Coal Drops; the existing filling station at the corner of Goods Way and York Way; the existing gas governor; existing substation, storage and security buildings; sections of wall around the former gas works site; sections of wall and fencing around the Granary; structures along the Regent’s Canal; a section of wall adjacent to Camley Street Natural Park; a number of telegraph poles; and structures associated with the existing King’s Cross Station car park.

ii) Those proposals for which the applicants have submitted separate applications for listed building consent:

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

b) Dismantling of gas holder no. 8 so as to relocate and re-erect its guide frame within development zone N, to the west of the site proposed for the gas holder triplet (that site being the Western Goods Shed; see above);

c) Demolition of the most northerly bay (one bay only) of the East Handyside Canopy; the removal of the buttress wall that runs northward from the north east corner of the Canopy; and demolition of the most northerly bay (one bay only) of the West Handyside Canopy; and

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

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

**Proposed Finished Site Levels**

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

i) Intrusive investigation and chemical testing;

ii) Removal of ‘hot spots’ of contamination;

iii) Removal of contaminated groundwater;

iv) On-site treatment of contaminated material;

v) Cement stabilisation to reduce the combustibility of coal-rich material;

vi) Placement of protective break or capping layers above areas of the site;

vii) The use of inert material around proposed utilities;

viii) The use of imported sub-soils and top-soils;

ix) The selection of appropriate construction materials for (remediated) ground conditions.
4.63 Parameter Plan KXC012 gives the vertical limit of deviation that would apply to each site level. Where there remains some uncertainty about the site levels that will exist, upon completion of the CTRL project, the plan gives a limit of deviation of plus 2 metres (2,000 mm) and minus 1 metre (1,000 mm).

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

4.65 The finished site levels across the site would comply with Parameter Plan KXC012, such that none of the principal public realm areas shown on Parameter Plan KXC004, with the exception of Goods Way West, would have a slope gradient of more than 1 in 20 (5%).

4.66 The proposed development includes:
   i) Increasing site levels to the south of the Regent’s Canal, along the alignment of the Boulevard;
   ii) The re-profiling of Goods Way;
   iii) Lowering site levels in the vicinity of the CTRL bridge over the Regent’s Canal; and
   iv) Increasing and regrading site levels across the land to the north of the Goods Yard grouping of heritage buildings (both within development zones and principal public realm areas).

4.67 The plan also shows, in black, a series of measured and anticipated site levels outside the site boundary, for example along the CTRL embankment and along York Way. The proposed development would tie into these existing levels, which are shown to provide context.

**Development Massing**

4.68 Parameter Plan KXC 013 governs the massing of new development. It shows:
   i) For each development zone to the south of the Regent’s Canal (A – F), the maximum percentage of the total floorspace applied for (as specified in Annex B) that may be constructed 31 metres or more above finished ground floor levels\(^{27}\); and
   ii) For each development zone to the north of the Regent’s Canal (G-V), the maximum percentage of the total floorspace applied for (as specified in Annex B) that may be constructed 30 metres or more above finished ground floor levels\(^{28}\).

4.69 Parameter Plan KXC 013 uses 31 metres above finished ground floor levels as its reference level to the south of the Canal, as the predominant land use would be B1 offices. 31 metres provides for 7-stories of development, assuming a ground floor of 6 metres and 6 additional floors of 4.1 metres each, floor to floor.

4.70 Parameter Plan KXC 013 uses 30 metres above finished ground floor levels as its reference level to the north of the Canal, as housing would be a strong component of many of the development zones. 30 metres provides for 9-

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\(^{27}\) To be measured at the main entrance to each building.

\(^{28}\) To be measured at the main entrance to each building.
storeys of residential development, assuming a ground floor of 5 metres and 8 additional floors of 3.0 metres each, floor to floor.

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

**Table 3 – Development Massing**

<table>
<thead>
<tr>
<th>Development Zone(s)</th>
<th>Percentage of the total floorspace applied for, that may be constructed H metres or more, above finished ground floor levels</th>
<th>Value of H</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>29 per cent (28,585 sq.m.)</td>
<td>31</td>
</tr>
<tr>
<td>B</td>
<td>29 per cent (37,759 sq.m.)</td>
<td>31</td>
</tr>
<tr>
<td>C</td>
<td>0 per cent</td>
<td>31</td>
</tr>
<tr>
<td>D/E</td>
<td>0 per cent</td>
<td>31</td>
</tr>
<tr>
<td>F</td>
<td>0 per cent</td>
<td>31</td>
</tr>
<tr>
<td>G/H</td>
<td>0 per cent</td>
<td>30</td>
</tr>
<tr>
<td>I/M</td>
<td>0 per cent</td>
<td>30</td>
</tr>
<tr>
<td>J/K/Q</td>
<td>0 per cent</td>
<td>30</td>
</tr>
<tr>
<td>L</td>
<td>0 per cent</td>
<td>30</td>
</tr>
<tr>
<td>N</td>
<td>15 per cent (2,811 sq.m.)</td>
<td>30</td>
</tr>
<tr>
<td>P and S</td>
<td>25 per cent (37,632 sq.m.)</td>
<td>30</td>
</tr>
<tr>
<td>R</td>
<td>25 per cent (24,668 sq.m.)</td>
<td>30</td>
</tr>
<tr>
<td>T</td>
<td>15 per cent (14,997 sq.m.)</td>
<td>30</td>
</tr>
<tr>
<td>V</td>
<td>0 per cent</td>
<td>30</td>
</tr>
</tbody>
</table>

4.72 Parameter Plan KXC013 and Table 3 confirm that the great majority of the total floorspace applied for would be constructed below a height of 30/31 metres, as measured from finished ground floor levels. Overall, no more than 146,452 sq.m. (20.5%) of the total floorspace applied for may be constructed above this level.

**Maximum Building Heights**

4.73 Parameter Plan KXC014 fixes the maximum heights of built development within each part of the site.

4.74 No new buildings, building plant or other built development would exceed the identified height limits shown in red on the parameter plan, with the exception of wind turbines in development zones J,Q,R and T. These would comply with the identified height limits shown in green on the parameter plan.

4.75 The plan also shows, in black, the height of existing and retained buildings within and adjacent to the site. These existing building heights are included to provide context.

**Strategic Views**

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

ii) Kenwood House (Grid Reference 527666.1, 186132.3, at 96.5m AOD) to St Paul’s Cathedral.

4.77 From each of these viewpoints, a ‘wedge’ shaped View Corridor extends to a maximum width of 300 metres at St Paul’s Cathedral.

4.78 The parameter plan shows, in blue, the View Corridors for the Parliament Hill and Kenwood House Strategic Views, compiled from the source material set out in RPG3A. It also shows the Development Plane for each View Corridor, as defined by datum points spaced at intervals, along the centre line.

4.79 Parameter Plan KXC 015 has been included to assist interpretation of other parameter plans, in particular KXC 014, which identifies maximum building heights. Together, the two parameter plans show that:

i) No new buildings, plant or other built development would breach the Development Plane heights for the Parliament Hill and Kenwood House View Corridors; and

ii) In many parts of the site, the proposed maximum building height is well below that permitted by the Strategic View Corridors and Development Planes.

4.80 In the event of any conflict between the identified height limits on Parameter Plan KXC015 and the View Corridor Development Planes, then the latter would take precedence and restrict development accordingly.

4.81 The plan also shows the boundaries of the Wider Setting Consultation Areas that extend either side of the View Corridors. These Wider Setting Consultation Areas were defined to afford some protection to the wider viewing areas from which St Paul’s (in this case) may be seen.

**Basement Levels**

4.82 Parameter Plan KXC016 defines and describes the proposed developments at basement level i.e. below the finished site levels shown on parameter plan KXC012.

4.83 The development proposals include:

i) New basements beneath development zone A, with shared/common access via a service road from Goods Way. This service road could also provide access to new Network Rail servicing facilities, beneath development zone A and ‘Station Square’. These servicing facilities form part of Network Rail’s emerging proposals for a new western concourse;

ii) A series of linked basements beneath development zone B and Pancras Square, with a shared/common access road from Pancras Road;

iii) A new pedestrian spur, to link into LUL’s below-ground infrastructure and facilitate a new Underground entry/exit within development zone B;

iv) The removal of soil from above the Piccadilly Line and Thameslink tunnels, to facilitate new development above;
v) The redevelopment of the existing basement level beneath the Western Goods Shed, in development zones N and P, for example to provide basement and foundations for new development within the linked triplet of gas holder guide frames;

vi) New basement areas beneath development zones J, P, R and S and parts of development zones L and T; and

vii) New buildings with lower ground levels, to respond to significant changes in level along the Canal, for example around the Coal Drops and at the corner of Goods Way and Pancras Road.

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

i) 32,000 square metres of new basement floorspace within buildings to the south of the Regent’s Canal;

ii) 51,500 square metres of new basement floorspace within buildings to the north of the Regent’s Canal;

iii) 83,500 square metres of new basement floorspace within buildings, in total.

4.85 These new basement areas would be developed within the areas of potential basement construction coloured pink on the parameter plan. The figures given in para 4.84 above do not include the LUL/KXC pedestrian spur, other LUL infrastructure or below-ground service roads within development zones A and B (as described above and shown on the parameter plan).

4.86 The floorspace figures in Table 1 and Annex B exclude new basement floorspace within buildings, with the exception of proposed public bicycle interchange/storage facilities and public health and fitness facilities within development zone B, which would be partly within new basement floorspace. Other new basements constructed within buildings as part of the development would (only) be used for plant and other services and equipment (for example Uninterruptible Power Supplies) storage and parking and these (other) basement areas would be in addition to the floorspace set out in Table 1 and Annex B.

**Servicing**

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

**Utilities**

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

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

**Water**

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

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Revised Development Specification Argent (King’s Cross) Ltd September 2005
i) A connection to existing mains supply at Pancras Road; and

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

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

Drainage

4.92 At present, drainage is provided via combined sewers through and around the site. To build-in future flexibility, the application proposes to separate storm and foul drainage within the development, only combining these discharges at the points of connection to existing sewers. The application also proposes to divert the existing Camden foul sewer within the site boundary.

4.93 Within the new development, an internal foul drainage system would be provided along road corridors. See also para 3.42 above, which explains the design specification of the new drainage infrastructure proposed.

Power

4.94 The provision of electrical supply may require new cable connections from two existing points of supply:

i) New 11kV cable connections from the existing Longford Street substation, approximately 1.5km to the west of the site, via existing roads; and

ii) New 132kV cable connections from the existing grid supply point at City Road, approximately 4km to the east of the site, again via existing roads.

4.95 A main electrical substation would be provided within the Multi Storey Car Park in development zone T, to transform electricity, supplied from City Road, from 132kV to 11kV. Individual buildings, within the development, would then be connected to on-site ring mains via a ducted cable network. Individual buildings or groups of buildings would be provided with local substations (typically accommodated within the ground floor or basement) that transform power from 11kV to 415V.

Gas

4.96 Low pressure gas would be supplied to the site from existing mains located along Pancras Road and York Way. Within the site, a low pressure gas mains network would be established along internal road corridors, with connections and metering points to buildings as required.

4.97 Within the southern part of the site, the existing district gas governor, which serves as the main point of low-pressure supply to a significant area of London, would be relocated to development zone V, between Goods Way and the Regent’s Canal. Relocation of the gas governor would require existing large diameter medium and low pressure mains, along Pancras Road and Goods Way, to be diverted and extended, as shown on Parameter Plan KXC018.

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29 Subject to agreements being reached with National Grid Transco.
The realignment of Pancras Road and Goods Way, as part of the development, would involve further, multiple services diversions. Some existing utilities would be diverted beneath the new Boulevard, as shown on Parameter Plan KXC018.

**Cross River Tram**

The Cross River Tram (CRT) is a proposal for a 16.5km street running tram operating through the centre of London. A core route is proposed between Euston and Waterloo with branches to Camden and King’s Cross in the north and Brixton and Peckham in the south.

In October 2004, the Mayor of London announced funding for the development of the Cross River Tram scheme through to the application for Transport and Works Act (TWA) Orders. At the present time (September 2005), a number of CRT route options remain under consideration; for example, the Mayor has recently asked TfL to look at an extension of the tramway into Islington. Accordingly, the routing, status, funding and timetable for delivery of CRT are not yet confirmed. Formal public consultation on various sections/options is likely to begin later this year (2005).

In that context, Parameter Plan KXC019 provides an envelope for further development of CRT and the Islington extension, consistent with the Mayor’s objectives. As shown, the proposed development would retain the flexibility to accommodate 3 local route/terminus options:

i) Along Pancras Way or Brill Place, to a 2-stand terminus alongside St Pancras International, on the east side of Midland Road. Changes to the highway layout of Midland Road would be required and additional ‘lay over’ facilities could be provided within Brill Place or along the west side of Camley Street;

ii) Along the Euston Road to a stop in front of King’s Cross Station, with an extension onto Islington via York Way or Pentonville Road. This option would require some amendment to the existing highway and/or bus stop arrangements. The Joint Camden/Islington Planning and Development Brief comments on the Euston Road option as follows:

> “Both Councils support the CRT providing valuable onward services into Islington….

_Camden Council prefers a route based on the Euston Road, as it uses the existing transport corridor, offers the possibility of the most efficient and direct route, and has the greatest regeneration potential.”_ (paras 2.3.19 and 2.3.20)

In addition, the Euston Road option offers scope to integrate the CRT with potential public realm enhancements in front of King’s Cross Station.

iii) Along the Boulevard, sharing road space with buses, taxis and cyclists to a terminus location within the King’s Cross Central public realm. In this option, a 2-stand/island platform terminus would be accommodated within the Boulevard, between development plots A2 and B2 and adjacent to the proposed new entrance to the London Underground. Additional ‘lay over’ facilities could be provided within Brill Place,
along the west side of Camley Street or along York Way.

The Boulevard option would require a terminus design and street furniture of “world class” quality. It may also require some adjustment of the boundary to development zone A shown in KXC004, to provide additional public realm and this may result in the loss of some development floorspace. The exact method of any adjustment would be considered at a later date, as part of future joint working with LB Camden and TfL. Any floorspace loss should be minimised, through these joint working arrangements.

4.102 The Applicants would work closely with LB Camden and TfL to develop and appraise each of these options and identify a final/preferred option, prior to any application for TWA Orders.

4.103 In the meantime, the grant of outline planning permission for King’s Cross Central would not prejudice the future delivery of the CRT; rather, the proposed development would retain the flexibility to accommodate whichever option(s) are confirmed in due course, through the public consultation and TWA Order process.

**Gas Holder Triplet Development**

4.104 Parameter Plan KXC020 defines and describes the proposed Gas Holder triplet scheme. It confirms, for example, that the new development would be set back from the triplet gas holder guide frames and incorporate a circular, central courtyard garden. Within the guide frame to gas holder no.11, 12 levels of development are proposed (ground plus 11), with the potential for restaurant use at the top level (level 11). There would be 9 levels of development within the guide frame for gas holder no.10 (ground plus 8) and 8 levels of development within the guide frame for gas holder no. 12 (ground plus 7). Two of the three new buildings would have green/brown roofs.

4.105 The maximum floorspace stated in Annex B, for residential development within the triplet of gas holder guide frames, relates to those areas shaded blue/grey on Parameter Plan KXC020. It does not include the aerial walkway shaded yellow, the external balconies shaded light blue, the internal balcony access shaded green or the landings shaded pink on the parameter plan. The floorspace associated with these scheme components would be determined through further detailed design of this unique scheme, to re-use the Grade II listed guide frames in an imaginative and contemporary manner that ensures their long-term maintenance; avoids visual clutter and conflict with the external guide frames; and relates well to the surrounding public realm and both close and long views.

**Priority Zones for Green/Brown Roofs and Wind Turbines**

4.106 Parameter Plan KXC021 identifies the priority zones within the proposed development for ‘green’/ ‘brown’ roofs. Within these zones, the provision of green/brown roofs would be a key design objective. The priority zones identified seek to cluster green/brown roofs together; and as meaningful adjuncts to the ‘green’ corridor along the CTRL embankment towards the Triangle Site, where additional green/brown roofs and a habitat area are
proposed (see separate Revised Development Specification for the Triangle Site).

4.107 Parameter Plan KXC021 identifies the number, size and locations of the wind turbines that are now proposed, as part of the development. Overall, up to 14 turbines would be accommodated at roof level, within development zones J, Q, R and T. Up to 10 of these turbines would have a swept diameter of blade tips of 5.5 metres; up to 4 of the turbines would have a swept diameter of blade tips of 9 metres.

**Context Plans**

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

**Off Site Utilities**

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

**Example of Selected Composite Layers**

4.110 CONTEXT2 is a composite drawing of selected layers of information from the Parameter Plans KXC 004, KXC 007 and KXC 008. It has been prepared (only) to serve as a reminder that the parameter plans act, and should be read, together, to define and describe the proposed development.

4.111 CONTEXT2 does not include any ‘new’ information that is not defined and described on the parameter plans.
5 **Landscape Proposals**

5.1 Landscape proposals for each of the principal public realm areas that are proposed as part of, and form the underlying ‘framework’ for, the comprehensive development of the site, are set out in a series of Landscape Proposals Plans at Annex D.

**Landscape Proposals Plans**

5.2 Each Plan defines and describes a series of landscape scheme components proposed as part of this planning application, in the form of a composite key.

5.3 Each Plan also includes a drawing, showing the proposed broad layout and disposition of these landscape scheme components, including:

i) the allocation of space to different uses and activities, for example pedestrian movement and public transport;

ii) the way paving and other surface finishes would reflect this allocation of space and the inter-relationship between different levels;

iii) areas of new landscape planting and the planting principles to be applied;

iv) new landscape features such as steps and water features;

v) where opportunities exist to re-use existing/historic materials;

vi) opportunities for public art; and

vii) the standard of materials and street furniture that would be employed.

5.4 The Landscape Proposals Plans should be read alongside the Parameter Plans. The Landscape Proposals Plans repeat some information from the Parameter Plans, but only by way of context and information. In the event of any discrepancy between the Landscape Proposals Plans and the Parameter Plans, the latter take precedence.

5.5 The Landscape Proposals Plans should also be read in conjunction with the schedule at Annex C, which provides a specification for access and circulation routes within the development.

**Revised Landscape and Public Realm Proposals**

5.6 Many of the amendments to the application incorporated into this Revised Development Specification concern the landscape and public realm proposals:

i) The revised public realm proposals for **Station Square** and **Pancras Road** include additional, informal seating and an ‘organic’ arrangement of tree planting within Station Square, to provide coherence to this busy space, which would accommodate very significant, complex pedestrian movements.

ii) The revised configuration of Pancras Road would accommodate two-way bus movements and revised taxi drop-off and pedestrian crossing facilities. The southern part of Pancras Road would not provide a dedicated cycle lane; instead, cyclists would share carriageway with general traffic. Local cycle routes would be sign-posted to the west,
along Midland Road. The revised proposals also include additional tree planting, on the western side of Pancras Road;

iii) These revised proposals for Station Square and Pancras Road are shown on four drawings (LPP101a, LPP101b, LPP101c and LPP101d) which include:

a) Two alternatives for the scheme that the King’s Cross Central applicants propose to implement, including taxi access and drop-off facilities for the existing station configuration, in the event that the Network Rail proposals do not come forward, or are materially delayed, beyond the start date for King’s Cross Central (LPP101a and LPP101b); and

b) Two alternatives for the scheme that the King’s Cross Central applicants propose to implement, including taxi access and drop-off facilities for a future station configuration with the Network Rail King’s Cross Station Enhancement (LPP101c and LPP101d).

iv) The Option 1 drawings (LPP101a and LPP101c) show preferred public realm arrangements discussed with TfL. The Option 2 drawings (LPP101b and LPP101d) show alternative arrangements, with an additional taxi lane for King’s Cross Station, should this be required by Network Rail. The applicants are content for the planning authority (Camden) to approve either the Option 1 drawings (LPP101a and LPP101c) or the Option 2 drawings (LPP101b and LPP101d), in granting planning permission for King’s Cross Central.

v) The Boulevard would (now) be configured as a traditional street, with (very generous) pavements either side of a two-way, blacktop carriageway, for buses, taxis and cyclists. The carriageway would be aligned on the western side of the Boulevard, to create a larger area of public realm on the eastern side (which would receive the most direct sunlight);

vi) The revised proposals for Pancras Square include three distinct zones or characters to the space. These zones accentuate the geometry of the site and the pedestrian connections to and over Goods Way, via proposed routes B4 and B5 and pedestrian/cycle bridge BR2. The three zones are:

a) A ‘pause’ zone along the western side of the square, in front of development plots B1 and B3. The pause zone would be planted with trees, extending through to Goods Way and water would be introduced at the highest point;

b) An active ‘water’ zone, with bold, bright, playful water features. The proposals include a plaza in front of plot B5, marking the high point within the square. To the south, water planes would shift across the site accentuating the downward slope and fall in level towards Station Square. Step changes in the levels would provide opportunities for bench seating and moving, shimmering, shining, rolling and falling water over stepped terraces, to animate the square. One or more bridges across the water would
accommodate pedestrian movements across the square and provide access for mobility impaired persons; and

c) A ‘connector’ zone, along the eastern side, to accommodate the movement of people. This would be the principal area of pedestrian movement. There are opportunities for raised terraces in front of plots B2 and B4, to accommodate outdoor seating for bars/cafés/restaurants;

vii) As explained in Section 4, Wharf Road, Holder Street and the southern end of Canal Street would now be configured as pedestrian zones/restricted access streets, capable of accommodating emergency access and controlled servicing when required;

viii) An additional area of principal public realm is proposed at Handyside Park, between the Handyside canopy in development zone K (to the west) and a reduced development zone J (to the east). The proposals here include:

a) Tree (structure) and shrub planting;

b) A Local Equipped Area for Play (LEAP) of at least 400 sq m, within the southern part of the park;

c) A Local Area for Play (LAP) of at least 100 sq m, within the central part of the park;

d) Sculptural planting and hard landscaping for informal and exploratory play;

e) Facilities to support disabled children’s play within the LEAP.

ix) Cubitt Park (formerly Long Park) would be a contiguous green space, framed by tree planting and a single carriageway, perimeter street. The revised park is wider at the north end, larger and more useable than the original Long Park, for a range of informal recreational activities and larger events;

x) Cubitt Square (formerly Market Square) would be laid out in a formal pattern, recalling a tradition of European public spaces, with a loggia at the northern end of the Eastern Coal Drops occupying the southern end of the square. Tree planting and grassed areas would provide a visual link with Cubitt Park to the north. Temporary sculptures, installations and structures could be used to accommodate a wide range of events and activities, for example book fairs, a farmers’ market and open air theatre;

xi) Routes R1, R2, R3, S1, S2 and S3 would all be configured with Urban Home Zones, as explained earlier in Section 4;

xii) Gas Holder no. 8 would be developed as a ‘Flux Park’; a flexible public open space for local residents, local schools and others. At ground level, Flux Park would incorporate a flexible, hard playing surface, suitable for ball sports and other events. Informal amphitheatre style seating; storage space for outdoor/demountable play and sports equipment; function space (for community use) and toilet facilities could also be provided. These facilities could be incorporated into the...
design of a multifunctional, high-technology ramp, 3-4 metres wide, passing round the internal perimeter of the gas holder guide frame and affording the Park a degree of enclosure.

The ramp could provide two public platforms, the first at first floor level (above the function space) and the second 5-6 metres above ground floor level, with views over the Regent’s Canal. The two platforms (up to 400 sq m) and ground floor function facilities could generate income to help support a diverse programme of Flux Park events.

The ramp and platforms would be accessible to disabled people. The lower platform would be directly accessible via a lift. Thereafter, the ramp would maintain an appropriate gradient with rest stops. Screens would be provided along the ramp, at appropriate locations and intervals. Access to the ramp would be controlled and the balustrade system designed to maintain both safety and views to/from the gas holder guide frame.

Provision of the ramp and platforms etc would be subject to applying for, and obtaining, additional Listed Building Consent, in due course.

xiii) York Square would provide a visual and physical gateway to the development from areas of Islington to the east/north-east and respond to opportunities identified within Islington’s draft Neighbourhood Framework Document ‘Regenerating King’s Cross’, in particular Area Action Plan 5 for the ‘Bingfield New Quarter.’

5.7 These scheme revisions and refinements are described in more detail at Annex F.

Approval of Landscape Scheme Components

5.8 At this stage, the applicants seek approval for:

i) the landscape scheme components for each space, as set out in the composite key for each Landscape Proposals Plan; and

ii) the broad disposition and layout of these landscape scheme components, as indicated on the Landscape Proposals Plan drawings.

5.9 Precise details of the landscape scheme design for each space, in particular details of proposed boundaries, planting and other features, would be submitted later, alongside the relevant applications for approval of reserved matters on each major phase (see Section 6 below).

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

Future Reserved Matters Applications

6.1 The applicants invite the LPA, upon granting planning permission, to impose a condition that requires all future applications for approval of reserved matters to conform strictly with the approved development parameters of this Revised Development Specification, including the Revised Parameter Plans.

6.2 As phases and buildings come forward, each application (or group of applications) for approval of reserved matters would be accompanied by an illustrative build out plan showing:

i) The disposition of any buildings that are already permitted and how the approved uses are incorporated in these buildings;

ii) The disposition of any buildings for which approval of reserved matters is sought and how the approved uses are to be incorporated in these buildings;

iii) How those development zones, within which buildings have already come forward for approval of reserved matters under (i) and (ii) above, may be built out and completed in conformity with the development parameters set out in the relevant Development Specification and any other matters agreed subsequently with the LPA;

iv) Those development zones for which buildings have yet to come forward for approval of reserved matters;

v) The relationship between the buildings/development referred in (i), (ii), (iii) and (iv) above.

6.3 The submission of up-to-date illustrative build out plans, at each key stage of the development, is intended to:

i) Help the LPA(s) understand how each phase of development might shape the next; and

ii) give them confidence that the approval of reserved matters would not prejudice the satisfactory completion of the relevant development zone(s), in line with the original planning permission.

Retained Heritage Buildings

6.4 Following the grant of outline planning permission, for comprehensive development of the site, the applicants would prepare a detailed scheme for each retained heritage building, with firm proposals for its refurbishment. The applicants would submit these detailed schemes for approval by the local planning authority and seek any necessary Listed Building Consents or Conservation Area Consents, as appropriate, at the same time.

6.5 Each detailed scheme would be supported by a Conservation Plan, which would address the refurbishment, management and maintenance of the building(s) concerned.
6.6 No works could or would take place until the relevant detailed scheme(s) had been approved, the relevant Listed Building or Conservation Area Consent(s) had been granted (and any relevant conditions had been discharged).

**Development Timetable**

6.7 Most of the site would only be released for development upon completion and opening of the CTRL and this is expected to take place in 2007. It may be possible for some site preparatory and off-site works to take place before this.

6.8 The pace of development would depend upon market opportunities and other factors. The applicants cannot (and do not) make any commitments to a particular programme of works, or to a particular sequence of development activity, zone by zone.

6.9 There are, however, some works that can sensibly only be undertaken, once other works have been completed or at least are underway. There are also other implementation parameters - concerned with the quality of the development and the delivery of a mix of land uses, at each major stage - that the applicants are committed to, as part of this Development Specification. These important commitments are described below.

**Mixed Use Development**

6.10 Each major phase of development would contain a mix of different uses, including market and affordable/low-cost housing.

6.11 Thresholds for the delivery of housing, including affordable/low-cost housing, would be agreed with the LPA, as and when outline planning permission is granted.

6.12 Each major phase of development may include works and other development within a number of development zones, across the site.

**Shopping/Food and Drink**

6.13 New shopping/food and drink floorspace provided within zones A, B, J, P, R, S and T would be within the lower floors of new B1 office, residential or other buildings. The pace of shopping/food and drink development in these zones would be a function, therefore, of the development programme for other land uses.

6.14 Other shopping/food and drink floorspace would be provided within retained heritage buildings (zones C, D, E, I, L, M and N) and within new pavilion buildings (zones G and H).

**Community, Health and Education Uses**

6.15 Thresholds for the phased delivery of the community, health and education uses specified at para 3.29 would be agreed with the LPA, when outline planning permission is granted.

**Gas Holders**

6.16 The following works would be undertaken, as part of the enabling works for development zone B, subject to the grant of all necessary planning approvals and Listed Building Consents:
i) The dismantled guide frames for the linked triplet of gas holders would be relocated to the north of the Canal, for cleaning and other refurbishment works, prior to their re-erection around new residential buildings within development zone N; and

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

6.17 In addition, the applicants agree with English Heritage that “a legal agreement [alongside planning permission] should ensure that the full repair and re-erection of the guide structures is committed within a specified timeframe” (English Heritage letter to LB Camden dated 27 October 2004).

**Car Parking/Storage**

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

**The Public Realm**

6.19 The public realm would be developed in phases, alongside the business and employment, residential and other development. The applicants have made the following commitments:

i) Station Square and Pancras Square would be finished no later than the completion of built development within development zone B (other, third party transport projects permitting);

ii) The Boulevard would be finished no later than the completion of built development within development zone A;

iii) Granary Square would be laid out, established and finished at least in part, no later than the completion of refurbishment works to the Granary within development zone L;

iv) The public realm within and around the gas holder guide frames would be finished no later than the completion of development within the linked triplet guide frames, within development zone N;

v) Handyside Park would be substantially complete before the completion of built development within development zones J and K;

vi) Cubitt Square and the Cubitt Park would be substantially complete before 1,000 residential units (excluding student housing) are completed, within the site as a whole.

6.20 It remains open to the applicants to bring these items forward in the development programme (i.e. complete them earlier), should they wish to do so.
Adoption and Management of the Public Realm

6.21 The applicants have no in principle objection to the local authority (Camden) adopting the principal trafficked street network within the development (including the Boulevard, Transit Street, Goods Street, Canal Street, York Street and other trafficked streets within development zones R and S), upon its completion, provided the very high standards of management and maintenance set by the development continue to be maintained.

6.22 Other parts of the public realm, including Pancras Square and its connecting pedestrian routes; public realm areas within the ‘Goods Yard’ complex of historic buildings; the Gasholders zone; Handyside Park; Cubitt Square and Cubitt Park would be managed and maintained by the development estate. Full public access to these areas would be secured via a legal agreement.

Infrastructure and Utilities

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

King's Cross Station Enhancement

6.24 Network Rail is bringing forward separate proposals for an enhancement of King’s Cross Station, including a new western concourse within the ‘Area for King’s Cross Station Enhancement’ shown on plan KXC004.

6.25 The applicants have been working with Network Rail, to ensure that:

   i) The two sets of proposals (for King’s Cross Central and King’s Cross Station Enhancement) relate well to one another and would deliver a high quality solution to the area between the two main line stations; and

   ii) If necessary, each project could still be taken forward independently of the other, bearing in mind the many uncertainties surrounding planning permission and other consents, timing, funding and other matters.

6.26 As and when Network Rail apply for and receive planning permission and Listed Building Consent for a new western concourse and associated works, and can confirm that the project has fully-secured funding and a firm start date, the applicants would work in partnership, to enable Network Rail to implement its proposals. These proposals would require land within the applicants’ control, both for built development and construction purposes.

6.27 There are mechanisms in place, with the Secretary of State, to accommodate the King’s Cross Station Enhancement, lease land for the new concourse to Network Rail and bring forward associated works and facilities, including a pedestrian arcade route through the Great Northern Hotel (see para 4.11). The arcade would come forward for planning permission and Listed Building Consent alongside/as part of, Network Rail proposals for King's Cross Station Enhancement.

6.28 In the event that the Network Rail proposals do not come forward or are materially delayed, beyond the start date for King’s Cross Central, the applicants (Argent (King’s Cross) Ltd, London and Continental Railways Ltd and Exel plc) propose to implement the landscaping and taxi access/drop off
scheme shown on Landscape Proposals Plan LPP101a or the alternative scheme shown on LPP101b.\textsuperscript{32} As explained in Section 5, the applicants are content for the local planning authority to approve either, in granting planning permission for King’s Cross Central. This would not prevent the subsequent implementation of King’s Cross Station Enhancement proposals, should they come forward later.

6.29 Landscape Proposals Plans LPP101c and LPP101d\textsuperscript{33} shows alternatives for the taxi access and drop-off scheme that the King’s Cross Central applicants propose for a future station configuration, with the Network Rail King’s Cross Station Enhancement. Again, the applicants are content for the local planning authority to approve either, in granting planning permission for King’s Cross Central.

\textsuperscript{32} See also Parameter Plan KXC007 and the schedule at Annex C. Routes SS3, CON1 and SUS1 form part of the ‘without King’s Cross Station Enhancement’ scheme.

\textsuperscript{33} See also Parameter Plan KXC007 and the schedule at Annex C. Routes SS2 and SUS1 form part of the ‘with King’s Cross Station Enhancement’ scheme.
Annex A
Supporting Infrastructure Works and Facilities
The application seeks permission for a range of supporting infrastructure works and facilities that may be required:

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

Some (but not all) of these works and facilities are shown on (and governed by) the parameter plans KXC001 – KXC021.

Not all of the items listed above necessarily require planning permission. Those that do not have been included to present the scheme ‘in the round’ and to assist others in their assessment and understanding.
Annex B
Floorspace Schedule for Development Zones
### South of the Regent’s Canal

<table>
<thead>
<tr>
<th>Zone</th>
<th>Total Floorspace Applied for (sq. m.)</th>
<th>Business and employment (B1)</th>
<th>Residential</th>
<th>Hotels(C1)/Serviced apartments</th>
<th>Shopping/food &amp; drink A1/A2/A3/A4/A5</th>
<th>Uses within D1 (see Note 1)</th>
<th>Cinemas (see Note 2)</th>
<th>Uses within D2 (see Note 3)</th>
<th>Multi Storey Car Park</th>
<th>Other (see Note 4)</th>
<th>Max Floorspace, within the total applied for, that may be developed as (sq. m):</th>
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<td>Zone A</td>
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<td>n/a</td>
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<td>Zone B</td>
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<td>27,850</td>
<td>6,350</td>
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<td>Zone C</td>
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<td>n/a</td>
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<td><strong>244,250</strong></td>
<td><strong>(See Note 5)</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>244,250</strong></td>
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**Notes:**

1. D1 uses include community, health, education and cultural uses such as museums.
2. Cinemas fall into use class D2. D2 uses south of the Regent’s Canal would not include a cinema.
3. D2 (Assembly and Leisure) uses include concert halls, dance halls, casinos, gymnasiaums and other sports/recreation uses, including cinemas, which are also identified separately.
4. Other refers to service entrances, access to London Underground Ltd (LUL) facilities and bicycle interchange/storage facilities.
5. The application seeks permission to develop up to 92,625 sq m of hotel/serviced apartment floorspace, of which up to 11,150 sq m may be within zone A, 27,950 sq m may be within zone B and 4,675 may be within zone C.
6. All floorspace figures are given as gross external areas.
7. The floorspace figures given exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities. The figures also exclude the district gas governor which would be relocated within development zone V.
8. Other than the Multi Storey Car Park, the floorspace figures exclude parking.
9. The floorspace figures exclude new basement floorspace, with the exception of the proposed bicycle interchange/storage facilities and D2 uses within zone B, which would be partly within new basement floorspace. Other new basement floorspace constructed within buildings as part of the development would be used (only) for plants, services and equipment, storage and parking.
10. The floorspace figures also exclude rooftop plant.
11. The information given within the boxes shaded grey does not form part of the planning application and is provided for information only, to aid understanding of the component floorspace figures.
12. Figures with yellow shading are lower than the original Development Specification. Figures with green shading are higher than the original Development Specification.
## North of the Regent's Canal

<table>
<thead>
<tr>
<th>Zones G and H</th>
<th>Total Floorspace Applied for (sq. m.)</th>
<th>Business and employment (B1)</th>
<th>Residential</th>
<th>Hotels(C1)/ Serviced apartments</th>
<th>Shopping/food &amp; drink A1/A2/A3/A4/A5</th>
<th>Uses within D1 (see Note 1)</th>
<th>Cinemas (see Note 2)</th>
<th>Uses within D2 and night clubs (see Notes 3.4 &amp; 5)</th>
<th>Multi Storey Car Park</th>
<th>Other</th>
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<td>9,165</td>
<td>1,900</td>
<td>n/a</td>
<td>n/a</td>
<td>9,165</td>
<td>2,625</td>
<td>n/a</td>
<td>2,625</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Zone N</td>
<td>18,740</td>
<td>18,300</td>
<td>14,500</td>
<td>n/a</td>
<td>27,600</td>
<td>8,525</td>
<td>8,475</td>
<td>8,475</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Zones JK/Q</td>
<td>35,900</td>
<td>27,600</td>
<td>14,500</td>
<td>n/a</td>
<td>8,525</td>
<td>40,000</td>
<td>10,750</td>
<td>8,475</td>
<td>8,475</td>
<td>n/a</td>
</tr>
<tr>
<td>Zone L</td>
<td>54,350</td>
<td>54,350</td>
<td>14,500</td>
<td>n/a</td>
<td>8,525</td>
<td>40,000</td>
<td>10,750</td>
<td>8,475</td>
<td>8,475</td>
<td>n/a</td>
</tr>
<tr>
<td>Zones P/S</td>
<td>150,530</td>
<td>98,675</td>
<td>40,000</td>
<td>n/a</td>
<td>30,865</td>
<td>67,880</td>
<td>8,475</td>
<td>8,475</td>
<td>8,475</td>
<td>n/a</td>
</tr>
<tr>
<td>Zone R</td>
<td>98,675</td>
<td>98,675</td>
<td>46,000</td>
<td>n/a</td>
<td>18,740</td>
<td>2,000</td>
<td>8,475</td>
<td>8,475</td>
<td>8,475</td>
<td>n/a</td>
</tr>
<tr>
<td>Zone T</td>
<td>99,980</td>
<td>69,000</td>
<td>28,000</td>
<td>n/a</td>
<td>1,900</td>
<td>700</td>
<td>21,500</td>
<td>21,500</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>468,840</strong></td>
<td><strong>234,000</strong></td>
<td><strong>171,275</strong></td>
<td><strong>16,600</strong></td>
<td><strong>30,865</strong></td>
<td><strong>67,880</strong></td>
<td><strong>8,475</strong></td>
<td><strong>24,275</strong></td>
<td><strong>21,500</strong></td>
<td><strong>-</strong></td>
</tr>
</tbody>
</table>

(See Notes 3, 4 & 5)
Notes:
1. D1 uses include community, health, education and cultural uses such as museums.
2. The application seeks permission to develop up to 8,475 sq m of cinema floorspace, within zones L, P, S and/or R.
   The total cinema floorspace could be provided within a single zone or divided between two or more zones.
3. D2 (Assembly and Leisure) uses include concert halls, dance halls, casinos, gymnasiums and other sports/recreation uses, including cinemas, which are also identified separately.
4. The Use Classes Order 2005 now classifies night clubs as sui generis. Accordingly, the application now provides explicitly for night clubs, within zones I/M, L and P/S.
5. The application seeks permission to develop up to 24,275 sq m of D2/nightclub uses north of the Canal. This (sub)total figure is less than the sum arrived at by adding together the figures for all the development zones. The individual figures include options to locate the same floorspace in different parts of the site.
6. The application seeks permission to develop up to 234,000 sq m of B1 uses north of the Canal. This (sub)total is less than the sum arrived at by adding together the figures for all the development zones.
   The individual figures include options to locate the same floorspace in different parts of the site.
7. The proposed residential floorspace includes student housing.
8. The proposed residential floorspace includes development within the listed gas holder triplet guide frames. See text paras 4.104 and 4.105. All other floorspace figures are given as gross external areas.
9. The floorspace figures given exclude infrastructure and utility elements which would form part of the development and for which planning permission is sought, for example substations, transformers, waste storage and recycling facilities.
10. Other than the Multi Storey Car Park, the floorspace figures exclude parking.
11. The floorspace figures exclude new basement floorspace. New basement floorspace constructed within buildings as part of the development to the north of the Canal would be used (only) for plant, services and equipment, storage and parking.
12. The floorspace figures also exclude rooftop plant.
13. The maximum residential floorspace within the gas holder triplet guide frames (17,400 sq m within zone N) relates to those areas shaded blue/grey on Parameter Plan KXC020.
14. The information given within the boxes shaded grey does not form part of the planning application and is provided for information only, to aid understanding of the component floorspace figures.
15. Figures with yellow shading are lower than the original Development Specification. Figures with green shading are higher than the original Development Specification.
Annex C
Specification for Access and Circulation Routes
King’s Cross Central  
Main Site Revised Development Specification  
Annex C – Revised Specification for Access and Circulation Routes

<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| PRS           | Pancras Road South | Adopted highway with buses, cars and taxis north-bound and buses and taxis south-bound. (See SUS1 and SS2 for taxi pick up and drop off areas) | Overall min width of 16.5m.  
Carriageway min. = 10.0m.  
Footways min = 5.0 m. | No               | Black top on carriageway.  
Stone units for taxi areas.  
High quality paving and granite kerbs. | Uncovered/open to the sky |
| PRC           | Pancras Road Centre |                                      |                           |                   | Black top on carriageway.  
Stone units for taxi areas, pedestrian crossing points and junction with SS1.  
High quality paving and granite kerbs. | Uncovered/open to the sky |
| PRN           | Pancras Road North |                                      |                           |                   | Black top on carriageway.  
Stone units for taxi areas.  
Good quality paving and granite kerbs. | Uncovered/open to the sky |

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

2 Many of the routes described would exceed the minimum measurements given in the table, along at least some of their length. The figures given for footways refer to the aggregate width of footways on both sides of the carriageway.

3 On-street car parking would in some cases require a wider street than the minimum given in the table.
<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWW</td>
<td>Goods Way West</td>
<td>Adopted highway for all traffic.</td>
<td>Overall min width of 15.0m. Carriageway min. = 9.4m including two way cycle lanes.</td>
<td>No</td>
<td>Black top on carriageway. High quality paving with granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Footways constrained to 4.7 m at bridge over Goods Way tunnel. Generally 5m elsewhere.</td>
<td></td>
<td>Pedestrian crossing points in Canal Square to match high quality paving.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>CS1</td>
<td>Canal Square(1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>GWE</td>
<td>Goods Way East</td>
<td>Adopted highway for all traffic.</td>
<td>Overall min width of 16.0m. Carriageway min. = 10.0m.</td>
<td>No</td>
<td>Black top on carriageway with granite kerbs. Good quality pre-cast concrete paving.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The new footway on western side to be generally 3m (constrained to less at the Maiden Lane bridge). Existing on street cycle lanes would be maintained.</td>
<td></td>
<td></td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>YW</td>
<td>York Way</td>
<td>Adopted highway for all traffic.</td>
<td></td>
<td>No</td>
<td>Black top on carriageway with granite kerbs. Good quality pre-cast concrete paving.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Uncovered/open to the sky</td>
</tr>
</tbody>
</table>

**Primary Routes**

<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS1</td>
<td>Boulevard</td>
<td>Route for public transport and taxis north-bound and south-bound.</td>
<td>Overall min width of 17.9m. Carriageway min. = 7.5m with pedestrian areas either side.</td>
<td>No</td>
<td>Stone units on carriageway to match high quality paving. Granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>BLV</td>
<td>Boulevard</td>
<td>Route for public transport and taxis north-bound and south-bound.</td>
<td>Overall min width of 17.9m. Carriageway min. = 7.5m with pedestrian areas either side.</td>
<td>No</td>
<td>Black top on carriageway. High quality paving and granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>Ref on KXC007</td>
<td>Name</td>
<td>Description</td>
<td>Minimum Widths/Dimensions</td>
<td>On-Street Parking</td>
<td>Materials</td>
<td>Urban Design Status</td>
</tr>
<tr>
<td>---------------</td>
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<td>-------------</td>
<td>---------------------------</td>
<td>-------------------</td>
<td>-----------</td>
<td>---------------------</td>
</tr>
<tr>
<td>CS2</td>
<td>Canal Square(2)</td>
<td>Route for public transport and taxis north-bound and south-bound.</td>
<td>Public space with a carriageway width of at least 7.5m</td>
<td>No</td>
<td>Black top on carriageway. Stone units at pedestrian crossing points to match high quality paving. Granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>TS1</td>
<td>Transit Street (1)</td>
<td>Two-way route for public transport and taxis incorporated into the public realm.</td>
<td>Overall min width of 13.5m. Carriageway min. = 7.5m. Footways min = 6.0 m.</td>
<td>No</td>
<td>Granite sets on carriageway. High-quality stone paving to match Granary Square. Granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>GSE</td>
<td>Goods Street East</td>
<td>Unrestricted route for all vehicles.</td>
<td>Overall min width of 15.5m. Carriageway min. = 7.5m. Footways min = 6.0 m.</td>
<td>Yes</td>
<td>Black top on carriageway. Good quality paving and granite kerbs. Surface finish in parking bays to differentiate bays from carriageway.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>MS1</td>
<td>Cubitt Square(1)</td>
<td>Public space with a carriageway min. of 7.5m</td>
<td>No</td>
<td>Stone units on carriageway to match high quality paving. Granite kerbs.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>Ref on KXC007</td>
<td>Name</td>
<td>Description</td>
<td>Minimum Widths/Dimensions</td>
<td>On-STreet Parking</td>
<td>Materials</td>
<td>Urban Design Status</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------</td>
<td>-------------</td>
<td>---------------------------</td>
<td>-------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
</tbody>
</table>
| GSW           | Goods Street West         | Unrestricted route for all vehicles. | Overall min width of 22.0m.  
Carriageway min. = 7.5m.  
Footways min = 6.0 m. | Yes               | Black top on carriageway. Good quality paving and granite kerbs. Surface finish in parking bays to differentiate bays from carriageway. | Uncovered/open to the sky |
| CA1           | Canal Street(1)           | Unrestricted route for all vehicles. | Overall min width of 19.4m.  
Carriageway min. = 7.5m.  
Footways min = 6.0 m. | Yes               | Black top on carriageway. Good quality paving with granite kerbs. Surface finish in parking bays to differentiate bays from carriageway. | Uncovered/open to the sky |
| NS1           | North Square(1)           | Unrestricted route for all vehicles. | Carriageway min. of 7.5m  | Yes               | Black top on carriageway. Good quality paving with granite kerbs. Surface finish in parking bays to differentiate bays from carriageway. | Uncovered/open to the sky |
| Secondary Routes |                          |             |                           |                   |                                                                           |                     |
| P1            | N/A                       | Route for cars, taxis and small servicing vehicles | Overall min width of 18.0m.  
Carriageway min. = 5.5m.  
Footways min = 6.0 m. | Yes               | Black top on carriageway and granite kerbs. Good quality paving. Surface finish in parking bays to differentiate bays from carriageway. | Uncovered/open to the sky |
<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
</table>
| YS           | York Street | Access only for cars and small servicing vehicles. | Overall min width of 12.0m.  
Carriageway min. = 5.5m.  
Footways min = 4.5 m. | Yes | Black top on carriageway and granite kerbs. Good quality paving. Surface finish in parking bays to differentiate bays from carriageway. | Uncovered/open to the sky |

**Restricted Access Streets/Pedestrian Zones**

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
</table>
| Wharf Road | Wharf Road would be a pedestrian zone, capable of accommodating emergency access and controlled servicing when required. It would form a public promenade/corniche, along the Regent’s Canal, with new/additional landscape planting. | Overall min width of 12.0m.  
Carriageway min. = 5.5m.  
Footways min = 4.5 m. | Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs. | Uncovered/open to the sky |
| Holder Street | Holder Street would be a pedestrian zone, capable of accommodating emergency access and controlled servicing when required. The street would form an extension to the landscaping and public realm proposed around the gas holder guide frames. | Overall min width of 12.0m.  
Carriageway min. = 5.5m.  
Footways min = 4.5 m. | | Uncovered/open to the sky |
| CA2 | The southern end of Canal Street would be a pedestrian zone, capable of accommodating emergency access and controlled servicing when required, incorporating hard and soft play surfaces and landscaping. | Overall min width of 12.0m.  
Carriageway min. = 5.5m.  
Footways min = 4.5 m. | | Uncovered/open to the sky |

**Access/Drop Off (Tertiary Routes) with Urban Home Zones**

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
</table>
| R1 | Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone. | Overall min width of 12.0m.  
Carriageway min. = 3.0m.  
(NB. on-street car parking would require additional width) | Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs. | Uncovered/open to the sky |
<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2</td>
<td>Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone.</td>
<td>Trafficable surface within public realm Overall min width of 8.5 m. Carriageway min. = 3.0 m.</td>
<td>No</td>
<td>Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>R3</td>
<td>Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone.</td>
<td>Trafficable surface within public realm Overall min width of 8.5 m. Carriageway min. = 3.0 m.</td>
<td>No</td>
<td>Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>S1</td>
<td>Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone.</td>
<td>Trafficable surface within public realm Overall min width of 12.0 m. Carriageway min. = 3.0 m. (NB. on-street car parking would require additional width)</td>
<td>Yes</td>
<td>Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>S2</td>
<td>Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone.</td>
<td>Trafficable surface within public realm Overall min width of 8.5 m. Carriageway min. = 3.0 m.</td>
<td>No</td>
<td>Black top on carriageway. Good quality pre-cast concrete paving and granite kerbs. Sealed gravel finish for both</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>Ref on KXC007</td>
<td>Name</td>
<td>Description¹</td>
<td>Minimum Widths/Dimensions²</td>
<td>On-Street Parking</td>
<td>Materials</td>
<td>Urban Design Status</td>
</tr>
<tr>
<td>--------------</td>
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<td>-----------------------------</td>
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<td>-------------------</td>
</tr>
<tr>
<td></td>
<td>S3</td>
<td>Route for cars, taxis and small servicing vehicles. Part of route designated as Urban Home Zone.</td>
<td>Trafficable surface within public realm Overall min width of 8.5m. Carriageway min. = 3.0 m.</td>
<td>No</td>
<td>Sealed gravel finish for both pedestrian and light vehicle use in Urban Home Zone. Elsewhere, black top on carriageway with good quality pre-cast concrete paving and granite kerbs.</td>
<td>Covered/open to the sky</td>
</tr>
<tr>
<td>Access/Drop Off (Tertiary Routes)</td>
<td>R4</td>
<td>Route for cars, taxis and small servicing vehicles</td>
<td>Overall min width of 8.5 m. Carriageway min. = 3.0 m. Footways min = 4.0 m.</td>
<td>No</td>
<td>Black top on carriageway. Good quality pre-cast concrete paving and granite kerbs.</td>
<td>Covered/open to the sky</td>
</tr>
<tr>
<td></td>
<td>SUS1</td>
<td>Taxi pick-up area for King’s Cross Station (with or without KXSE)</td>
<td>Minimum lane width of 2.4m</td>
<td>No</td>
<td>Stone surface with granite kerbs</td>
<td>Covered/open to the sky</td>
</tr>
<tr>
<td></td>
<td>SS2</td>
<td>Taxi queuing lane and drop off for King’s Cross Station⁴</td>
<td>Minimum lane width of 2.4m.</td>
<td>No</td>
<td>Stone surface with granite kerbs</td>
<td>Covered/open to the sky</td>
</tr>
<tr>
<td></td>
<td>SS3</td>
<td>Taxi and servicing vehicle access for King’s Cross Station in existing configuration.</td>
<td>Public space with minimum carriageway width of 7.3m</td>
<td>No</td>
<td>Black top on carriageway surfaces. High quality paving with granite kerbs.</td>
<td>Covered/open to the sky</td>
</tr>
</tbody>
</table>

⁴ SS2 would be provided to meet taxi requirements alongside the King’s Cross Station Enhancement proposals for a new western concourse. In the absence of a western concourse, taxi drop-off would be provided by SS3 and CON1.
<table>
<thead>
<tr>
<th>Ref on KXC007</th>
<th>Name</th>
<th>Description</th>
<th>Minimum Widths/Dimensions</th>
<th>On-Street Parking</th>
<th>Materials</th>
<th>Urban Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON1</td>
<td>Concourse (1)</td>
<td>Taxi and servicing vehicle access for King’s Cross Station in existing configuration.</td>
<td>Public space with minimum carriageway width of 7.3m</td>
<td>No</td>
<td>Black top on carriageway surfaces. High quality paving with granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>PR1</td>
<td>Taxi lane and queuing area for King’s Cross Station</td>
<td>Minimum lane width of 2.4m.</td>
<td>No</td>
<td>Surfacing and kerbs to match PRC and PRN</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>B2</td>
<td>Taxi and servicing route (one way).</td>
<td>Overall min width of 9.0m.</td>
<td>No</td>
<td>Stone surface on carriageway to match high quality paving.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>PS1</td>
<td>Taxi and servicing route (one way).</td>
<td>Public space with a defined carriageway width of at least 3.5m</td>
<td>No</td>
<td>Stone surface on carriageway to match high quality paving in Pancras Square.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>Taxi and servicing route (one way).</td>
<td>Overall min width of 9.0m.</td>
<td>No</td>
<td>Stone surface on carriageway to match high quality paving.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>GS2</td>
<td>Taxi route and out of hours route for small service vehicles (one way) incorporated into the public realm.</td>
<td>Trafficable surface within public realm</td>
<td>No</td>
<td>High quality stone paving to complement Granary Square.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>CDY1</td>
<td>Trafficable surface within public realm</td>
<td>No</td>
<td>Reclaimed granite setts to be used where practicable.</td>
<td>Uncovered/open to the sky</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H3</td>
<td>Route for taxis and small servicing vehicles (one way).</td>
<td>Trafficable surface within public realm</td>
<td>No</td>
<td>Reclaimed granite setts to be used where practicable. High quality paving.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>Ref on KXC007</td>
<td>Name</td>
<td>Description</td>
<td>Minimum Widths/Dimensions</td>
<td>On-Street Parking</td>
<td>Materials</td>
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<tr>
<td>H2</td>
<td>Holder Street</td>
<td>Route for taxis and small servicing vehicles.</td>
<td>Trafficable surface within public realm</td>
<td>No</td>
<td>Reclaimed granite setts to be used where practicable. High quality paving.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>MS2</td>
<td>Cubitt Square</td>
<td>Route for taxis and small servicing vehicles (one way).</td>
<td>Public space with a defined carriageway width of min. 4.0m</td>
<td>No</td>
<td>Stone surface on carriageway to complement adjacent surfaces. Granite kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>T1</td>
<td></td>
<td>Route for service vehicles, CTRL maintenance and emergency vehicles.</td>
<td>Overall min width of 9.0m. Carriageway min. = 6.0m. Footways min = 3.0 m.</td>
<td>No</td>
<td>Black top on carriageway. Pre-cast concrete paving and concrete kerbs.</td>
<td>May be covered</td>
</tr>
<tr>
<td>T2</td>
<td></td>
<td>Route for service vehicles, CTRL maintenance and emergency vehicles.</td>
<td>Overall min width of 9.0 m. Carriageway min. = 6.0m. Footways min = 3.0 m.</td>
<td>No</td>
<td>Black top on carriageway. Pre-cast concrete paving and concrete kerbs.</td>
<td>May be covered</td>
</tr>
<tr>
<td>T3</td>
<td></td>
<td>Route for service vehicles, CTRL maintenance and emergency vehicles.</td>
<td>Minimum carriageway width of 5m</td>
<td>No</td>
<td>Black top on carriageway and concrete kerbs.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>LP1</td>
<td></td>
<td>Route for taxis and small servicing vehicles (one way).</td>
<td>Carriageway width of min. 3.0m within public realm.</td>
<td>No</td>
<td>Sealed gravel finish for both pedestrian and light vehicle use.</td>
<td>Uncovered/open to the sky</td>
</tr>
<tr>
<td>Ref on KXC007</td>
<td>Name</td>
<td>Description</td>
<td>Minimum Widths/Dimensions</td>
<td>On-Street Parking</td>
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<tr>
<td>Pedestrian / Cycle Routes</td>
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<tr>
<td>B4</td>
<td>Pedestrian route</td>
<td>Minimum width of 9 m</td>
<td>N/A</td>
<td>High quality paving to match Pancras Square</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>B5</td>
<td>Pedestrian route</td>
<td>Minimum width of 9 m</td>
<td>N/A</td>
<td>High quality paving to match Pancras Square</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>A potential pedestrian route. The applicants would incorporate A1 into their plans for the central part of development zone A, provided there are firm plans and funding in place, at the time, for the connecting bridge link WR1 shown on KXC007 (WR1 is off-site and to be delivered by others).</td>
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<tr>
<td>CAM1</td>
<td>A new pedestrian and cycle route between Camley Street and the new bridge over the Regent’s Canal BR3. The alignment shown on KXC007 is indicative at this stage. A detailed specification for CAM1 would be agreed with the Borough Council following the grant of planning permission.</td>
<td></td>
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<tr>
<td>L1</td>
<td>Pedestrian Route through the Transit Sheds and behind the Granary building, in place of the existing access road. Materials will be chosen to complement development within the Granary, Transit Sheds and Assembly Shed site.</td>
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<tr>
<td>CDY2</td>
<td>Pedestrian route</td>
<td>Minimum width of 5.5 m (one bay).</td>
<td>N/A</td>
<td>To be selected in the context of detailed plans for the Eastern Coal Drop</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>S4</td>
<td>Pedestrian route</td>
<td>Minimum width of 6 m</td>
<td>NA</td>
<td>Pre-cast concrete paving.</td>
<td>Uncovered/open to the sky</td>
<td></td>
</tr>
<tr>
<td>CDY3</td>
<td>New pedestrian access between the Coal Drop Yard and the Regent’s Canal towpath, formed by opening up to 3 of the existing arches beneath the Wharf Road viaduct. The location shown on the parameter plan is indicative at this stage. See Annex E to this Development Specification.</td>
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<td>Ref on KXC007</td>
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<tr>
<td></td>
<td>New Bridges</td>
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<tr>
<td>BR1</td>
<td>BR1</td>
<td>New bridge forming a link between the Boulevard and Granary Square. Bridge to carry 2 way traffic including (potentially) bendy buses, with a footway width of at least 5 m.</td>
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<tr>
<td>BR2</td>
<td>BR2</td>
<td>New bridge forming a pedestrian/cycle link between Pancras Square / Canal Square and Granary Square. Bridge to provide a useable width of at least 4 m.</td>
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<tr>
<td>BR3</td>
<td>BR3</td>
<td>New bridge forming part of a pedestrian/cycle link between the Coal Drops and Camley Street. Bridge to provide a useable width of at least 4 m.</td>
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<tr>
<td>BR4</td>
<td>BR4</td>
<td>New bridge linking the upper level viaduct of the Eastern Coal Drop with the Wharf Road Viaduct. Bridge to provide a useable width of at least 3 m.</td>
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<tr>
<td></td>
<td>York Way Junctions</td>
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<tr>
<td>JN1</td>
<td>JN1</td>
<td>JN1 would be a signalised crossroad junction providing all movements on each arm, including designated right turn lanes for traffic turning into the Main Site and the Triangle Site from York Way. The junction would include an all-red phase for vehicles to allow pedestrians the opportunity to safely cross the approach arms. Advance stop line cycle facilities would be provided on all arms and pedestrian islands would be provided on the main approaches.</td>
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<tr>
<td>JN2</td>
<td>JN2</td>
<td>JN2 would be a signalised crossroads with minor arms serving the Main Site and Randell’s Road. The junction would not be used as a major access into the King Cross Central site and the main priority would be given to vehicles passing along York Way. Pedestrian crossing facilities would be provided on each arm. Pedestrians would be able to cross during a designated phase. Advance stop line cycle facilities would be included on the junction approaches.</td>
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<tr>
<td>JN3</td>
<td>JN3</td>
<td>JN3 would provide access only to the central area of the Main Site. The junction would provide a three-arm junction limited to left in/left out movements with a central splitter island on York Way to ensure this restriction is enforced. Through traffic would be discouraged through the design of the junction.</td>
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<tr>
<td>JN4</td>
<td>JN4</td>
<td>A full movements signalised crossroad junction to upgrade the existing York Way/Copenhagen Street priority junction. There are existing proposals by the London Borough of Islington to improve the existing three-arm priority junction to signals and the KXC proposals would extend these plans to incorporate an additional arm serving the Main Site. The junction would allow full movements on all approaches with flared approaches on the York Way to provide designated right turn lanes into the Main Site and Copenhagen Street. Pedestrian crossings</td>
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<tr>
<td>Name</td>
<td>Description</td>
<td>Minimum Widths/Dimensions</td>
<td>On-Street Parking</td>
<td>Materials</td>
<td>Urban Design Status</td>
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<tr>
<td>JN6</td>
<td>JN6 is a three-arm signal junction with flaring on the southern York Way arm. The existing signal junction would be improved to enhance the pedestrian and cycle facilities. The flaring would provide for left-turn traffic from York Way into Goods Way to introduce additional link capacity. Lane flaring would also be provided on Goods Way to enable two lanes of queuing for the left and right movements for up to 25 metres on the junction approach. Full pedestrian facilities would be provided, and advance stop line cycle facilities would link to cycle lanes on all approaches.</td>
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and islands would be provided on all arms. Pedestrians would cross the road with an all red pedestrian phase. Advance stop line cycle areas would be provided on all junction approaches linking to on-street cycle lanes where appropriate.
Annex F

Main Site Revised Development Specification

Summary of Scheme Revisions and Refinements
F.1. The majority of scheme changes concern, or have been prompted by, revised transport planning arrangements, improvements to the King’s Cross Central public realm and greater clarity over the provision of community facilities, their floorspace requirements and appropriate locations:

**Pancras Road**

F.2. The applicants have held extensive discussions with LB Camden, Transport for London, Network Rail and others about the configuration of Pancras Road and the transport modes it should accommodate. As a result of those discussions, the configuration of Pancras Road has been adjusted, to accommodate two-way bus movements and revised taxi drop-off and pedestrian crossing facilities (KXC007, LPP101a – LPP101d). In the revised configurations, Pancras Road would not provide a dedicated cycle lane; instead, cyclists would share carriageway with general traffic. Local cycle routes would be sign-posted to the west, along Midland Road.

F.3. The revised proposals also include additional tree planting, on the western side of Pancras Road.

**Station Square and The Boulevard**

F.4. The applicants have held similarly extensive discussions with LB Camden, Transport for London, Network Rail and others about the configuration of Station Square and the Boulevard and the transport modes that should be accommodated along it. As a result of those discussions, the Boulevard has now reverted to a more traditional street, albeit one with very generous pavements/public realm either side of a two-way, blacktop carriageway, for buses, taxis and cyclists (LPP103).

F.5. In addition, the carriageway has been realigned on the western side of the Boulevard, to create a larger area of public realm on the eastern side, which would receive the most direct sunlight; and improve highway/junction arrangements.

F.6. The public realm proposals for Station Square (LPP101a-LPP101d) now include additional, informal seating and an ‘organic’ arrangement of tree planting, to provide coherence to this busy space, which would accommodate very significant, complex pedestrian movements.

**Cross River Tram**

F.7. New Parameter Plan KXC019 identifies how the proposed development provides an envelope for further development of Cross River Tram, consistent with the Mayor’s objectives. As shown, the proposed development would retain the flexibility to accommodate 3 local route/terminus options:

- Along Pancras Way or Brill Place, to a 2-stand terminus alongside St Pancras International, on the east side of Midland Road. Changes to the highway layout of Midland Road would be required and additional ‘lay
over’ facilities could be provided within Brill Place or along the west side of Camley Street;

- Along the Euston Road to a stop in front of King’s Cross Station, with an extension onto Islington via York Way or Pentonville Road. This option would require some amendment to the existing highway and/or bus stop arrangements;

- Along the Boulevard, sharing road space with buses, taxis and cyclists to a terminus location within the public realm. In this option, a 2-stand/island platform terminus would be accommodated within the Boulevard, between development plots A2 and B2 and adjacent to the proposed new entrance to the London Underground. Additional ‘lay over’ facilities could be provided within Brill Place, along the west side of Camley Street or along York Way.

**Pancras Square**

F.8. The Revised Development Specification includes new landscape proposals for Pancras Square (LPP102), to provide a high quality gateway to the development, promote pedestrian movement through the square and thereby link Station Square with the historic environment around the Goods Yard.

F.9. The revised proposals include three distinct zones or characters to the space. These zones accentuate the geometry of the site and the pedestrian connections to and over Goods Way, via proposed routes B4 and B5 and pedestrian/cycle bridge BR2. The three zones are:

- A ‘pause’ zone along the western side of the square, in front of development plots B1 and B3. The pause zone would be planted with trees, extending through to Goods Way and providing a visual link with Camley Street Natural Park. The trees would provide a soft edge and backdrop to the square, and water would be introduced at the highest point. This would be a place for slowing down, stopping, sitting, waiting, thinking and relaxing;

- An active water zone within the centre of the square, with bold, bright, playful and fun water features. The proposals include a plaza in front of plot B5, marking the high point within the square. To the south, water planes would shift across the site accentuating the downward slope and fall in level towards Station Square. Step changes in the levels would provide opportunities for bench seating and moving, shimmering, shining, rolling and falling water over stepped terraces, to animate the square. A bridge across the water would accommodate pedestrian movements across the square and provide access for mobility impaired persons;

- A ‘connector’ zone, along the eastern side, to accommodate the movement of people walking and running to/from work, school or college. This would be the principal area of pedestrian movement. There are opportunities for raised terraces in front of plots B2 and B4, to accommodate outdoor seating for bars/cafés/restaurants.
Removal of General Traffic Routes / Enhancing the Public Realm

F.10. The applicants have reviewed the need for a number of vehicular access and circulation routes within the development and concluded that a number can be removed/deleted.

F.11. Accordingly, the Revised Development Specification no longer proposes the following as general vehicular access/circulation routes:
   - GS1 and GS3 along Wharf Road/through Granary Square and junction JN5 with York Way;
   - H1 and CA2, along the west and south side of development zone P.

F.12. Instead, the Revised Development Specification now proposes Wharf Road, Holder Street and the southern end of Canal Street (see KXC004 and KXC007) as pedestrian zones/restricted access streets, capable of accommodating emergency access and controlled servicing when required.

F.13. The Revised Development Specification proposes Wharf Road as a public promenade/corniche, along the Regent’s Canal, with new/additional opportunities for landscape planting and habitat enhancement; and a new Handyside Park (see below) to the north.

F.14. The revised arrangements also facilitate the reconfiguration of the development zone G pavilion building, to better enclose Granary Square and improve its relationship with the Canal and proposed bridge BR1 (see below).

F.15. The Revised Development Specification proposes Holder Street as an extension to the landscaping and public realm proposed around the gas holder guide frames (see LPP109). It would also provide a visual and physical gateway to a proposed 2 form entry primary school within development zone P (see below).

Development Zone G Pavilion Building

F.16. The location of the development zone G pavilion building has been amended, to take advantage of the opportunities created by the removal of GS1 and GS3 as general access and circulation routes (see above).

F.17. The new location and configuration are intended to respond to the landscape proposals for Granary Square (LPP107), in particular the provision of fountains within a rectangular grid, in front of the Granary building. In its revised location, the development zone G pavilion would enclose Granary square on the western side and respond directly to the alignment of the fountains, Regeneration House, transit sheds and coal drops to the west.

F.18. At the same time, the revised location is intended to improve the relationship with the bridge BR1 and with the Regent’s Canal. The pavilion building could have associated outdoor seating on both the upper (Granary Square) and the lower (Regent’s Canal) levels, to the west and east respectively and additional steps to the east of bridge BR1 would enhance pedestrian connectivity between Granary Square and the Canal.

Handyside Park

F.19. The Revised Development Specification proposes an additional area of principal public realm, Handyside Park, between the Handyside canopy in
development zone K (to the west) and a reduced development zone J (to the east).

F.20. The location and extent of Handyside Park is shown on KXC004. The Park would extend beyond the southern boundary of development zones J and L, to meet the public corniche along the Regent’s Canal.

F.21. The landscape proposals for the Park are shown on Revised Landscape Proposals Plan LPP118. The proposals include:

- Tree (structure) planting that echoes the curved rhythm of the Handyside canopy to the west;
- Shrub planting to accentuate the line and form of the Handyside canopy, accentuate colour and provide diverse textures, enclosing a sequence of children’s spaces and intimate spaces;
- A Local Equipped Area for Play (LEAP) of at least 400 sq m, within the southern part of the park;
- A Local Area for Play (LAP) of at least 100 sq m, within the central part of the park;
- Sculptural planting and hard landscaping for informal and exploratory play;
- Facilities to support disabled children’s play within the LEAP.

F.22. Overall, the intention is to provide one of the best (if not the best) play spaces within London and the UK generally.

Cubitt Square (formerly Market Square)

F.23. The revised proposals for Cubitt Square (LPP110) seek to reinforce the identity and character of the square as a fulcrum between Cubitt Park (formerly Long Park) and the Coal Drops, marking a dramatic change in level. The square is framed by historic buildings and structures and affords a large scale panorama of London. The proposals reinforce the identity of the square’s edges and clearly mark the thresholds from space to space.

F.24. The centre of the square would be laid out in a formal pattern, recalling a tradition of European public spaces, with a loggia at the northern end of the Eastern Coal Drops occupying the southern end of the square. Tree planting and grassed areas would provide a visual link with Cubitt Park to the north. Temporary sculptures, installations and structures could be used to accommodate a wide range of events and activities, for example book fairs, a farmers’ market and open air theatre.

F.25. The revised proposals no longer include a new pavilion building within the square; accordingly development zone O has been removed/deleted from parameter plan KXC005.

Cubitt Park (formerly Long Park)

F.26. The Revised Development Specification proposes a reconfigured Cubitt Park, as a contiguous green space, framed by tree planting and a single carriageway, perimeter street (LPP110). The revised park is wider at the north end, larger
and more useable than the original Long Park, for a range of informal
recreational activities and larger events.

**Flux Park /Gas Holder No. 8**

F.27. Since May 2004, the applicants have developed further the design concept for
the Gas Holder No. 8 guide frame, which would be re-erected within
development zone N, enclosing new play facilities and open space.

F.28. The Revised Development Specification proposes to develop Gas Holder no. 8
as a ‘Flux Park’; a flexible public open space for local residents, local schools
(see para F.59 below) and others, providing a high quality and stimulating
environment for innovative play and relaxation and a diverse programme of
cultural, educational and leisure events, games and activities (see LPP109).

F.29. The Flux Park concept is intended to maximise public access to and the
educational potential of, the historic structure of the gas holder and provide
local, national and international organisations with opportunities to help
programme events and activities.

F.30. At ground level, Flux Park would incorporate a flexible, hard playing surface,
suitable for ball sports and other events. Informal amphitheatre style seating;
storage space for outdoor/demountable play and sports equipment; function
space (for community use) and toilet facilities could also be provided. These
facilities could be incorporated into the design of a multifunctional, high-
technology ramp, 3-4 metres wide, passing round the internal perimeter of the
gas holder guide frame and affording the Park a degree of enclosure.

F.31. The ramp could provide two public platforms, the first at first floor level
(above the function space) and the second 5-6 metres above ground floor level,
with views over the Regent’s Canal. The two platforms (up to 400 sq m) and
ground floor function facilities could generate income to help support a diverse
programme of Flux Park events.

F.32. The ramp and platforms would be accessible to disabled people. The lower
platform would be directly accessible via a lift. Thereafter, the ramp would
maintain an appropriate gradient with rest stops. Screens would be be provided
along the ramp, at appropriate locations and intervals. Access to the ramp
would be controlled and the balustrade system designed to maintain both safety
and views to/from the gas holder guide frame.

F.33. The ramp would be a dramatic, playful public space in its own right, opening
up new possibilities for games and play, on several levels. At the same time,
the ramp would provide opportunities to celebrate and interpret the social
history and industrial archaeology of the gas holders, at a prominent, landmark
location.

F.34. Provision of the ramp and platforms etc would be subject to applying for, and
obtaining, additional Listed Building Consent, in due course.
New Square within Development Zone Q

F.35. As explained below, the applicants have undertaken additional studies into the opportunities and constraints presented by zone Q. The Revised Development Specification proposes business and employment (use class B1) uses along Goods Street with a public sports hall and indoor soft play facilities (use class D2) behind.

F.36. The sports hall would front onto a new public space (York Square), within an area previously identified as part of development zone Q. The new public space would provide a visual and physical gateway to the development from areas of Islington the east/north-east and respond to opportunities identified within Islington’s draft Neighbourhood Framework Document ‘Regenerating King’s Cross’, in particular Area Action Plan 5 for the ‘Bingfield New Quarter.’

North Square

F.37. The Revised Development Specification includes new landscape proposals for a reconfigured North Square (LPP113b), without a pavilion building. Accordingly, development zone U has been removed/deleted from parameter plan KXC005.

Urban Home Zones

F.38. The applicants have commissioned design work on Home Zones, to arrive at a new high density typology of Urban Home Zones for King’s Cross Central.

F.39. Urban Home Zones would be streets (or groups of streets) designed and configured to prioritise social and environmental functions and make them work harder as public, social and play spaces, overturning the conventional hierarchy of private car use over pedestrians and children. Urban Home Zones would provide more inclusive environments with pedestrian priority, less and slower traffic and, where possible, areas in which people are comfortable to spend time, meet friends, sit or play.

F.40. The Revised Development Specification proposes to apply this approach along secondary and access/drop-off routes to the north of the Regent’s Canal, to complement the development of high density housing. Routes R1, R2, R3, S1, S2 and S3 would all be configured with Urban Home Zones, with clear demarcation at entry/exit points and junctions, reduced design speeds, controlled parking and street elements including gardens, trees, public art, informal seating, other street furniture and play equipment for different age groups (see LPP119 and LPP120).

F.41. These Urban Home Zones, together with the pedestrian zones/restricted access streets of Wharf Road, Holder Street and the southern part of Canal Street (CA2), would connect together key public spaces within the development, including Handyside Park, Gas Holder no. 8/Flux Park, Cubitt Square, Cubitt Park and North Square, as described above. They would promote play and pedestrian movement, within and across the site, providing a rich and varied public realm.
Adoption and Management of the Public Realm

F.42. The Revised Development Specification states that the applicants have no in principle objection to the local authority (Camden) adopting the principal trafficked street network within the development (including the Boulevard, Transit Street, Goods Street, Canal Street, York Street and other trafficked streets within development zones R and S), upon its completion, provided the very high standards of management and maintenance set by the development continue to be maintained.

F.43. Other parts of the public realm, including Pancras Square and its connecting pedestrian routes; public realm areas within the ‘Goods Yard’ complex of historic buildings; the Gasholders zone; Handyside Park; Cubitt Square and Cubitt Park would be managed and maintained by the development estate. Full public access to these areas would be secured via a legal agreement.

Development Zone E – Southern Stanley Building

F.44. The Revised Development Specification proposes to embed the retained Southern Stanley building within a new development comprising business and employment uses (B1 use class) with shopping/food and drink (A1/A2/A3/A4/A5) and/or D1 uses (for example a health walk-in centre) below.

F.45. The proposed development recognises and responds to the ‘gateway’ location of the Southern Stanley building/development zone E; the many relationships with the existing German Gymnasium, new international station and proposed King’s Cross Central buildings within development zone A and B (particularly new buildings at the southern end of these development zones); and the opportunity to both define an ‘entrance hall’ space between the Boulevard and Pancras Square and provide a proper street frontage to Pancras Road.

F.46. The development would include new floorspace over 7 floors, wrapping around the retained Stanley building (5 floors), with a new core/lightwell, accommodating light, lifts, circulation and other services, provided between the two. This would minimise interventions into the existing, listed building.

F.47. The new development would include both solid and transparent elements, with varying planes of brick and glass, strong corners and vertical expression within the façades, to reflect and complement the townscape qualities of both the existing buildings and proposed new development.

F.48. The Revised Development Specification includes a replacement/updated section from Annex E, specifying the works proposed to retain and embed the Southern Stanley Building and facilitate its new uses.

Development Zone B

F.49. The configuration of development zone B has been amended, to reflect the changes to Pancras Square and the embedment of the Stanley Building (see above). In particular, the southern boundary of the development zone, on the east side of Pancras Square (plot B2), has been pulled back.

F.50. In addition, the Revised Development Specification makes provision for additional public health and fitness facilities (use class D2) and public bicycle
interchange/storage facilities. These uses would be accommodated partly within lower ground floors/building basements (plots B1 and B3 respectively).

**Development Zone F**


**Development Zones O and U**

F.52. As explained above, development zones O and U have been removed/deleted from parameter plan KXC005.

**Development Zone J**

F.53. Development zone J has been substantially amended, to provide a new area of principal public realm (Handyside Park) on the western side, as described above.

F.54. At the same time, the zone has been extended slightly to the south, to respond to the new urban design context and the removal of general traffic from Wharf Road (see above). Vehicular access to development zone J (and any basement parking) would be off Goods Street to the north.

**Development Zone N: Gas Holders**

F.55. The application continues to propose new residential development within the gas holder triplet guide frames, together with other uses within the D1, D2 and A1/A2/A3/A4/A5 use classes. The top floor of the building within one gas holder guide frame may be developed as a restaurant (or residential), with other public uses at ground floor level.

F.56. New Parameter Plan KXC020 provides further details of the proposed gas holder triplet scheme. It confirms that the new development would be set back from the gas holder frames and incorporate a circular, central courtyard garden. The Plan also confirms the proposal to accommodate green/brown roofs on two of the three new buildings.

F.57. The proposals for new play facilities and open space within Gas Holder No. 8 have also been refined. As explained above, the proposal is for a ‘Flux Park’; a flexible public open space for local residents, local schools and others, providing a high quality and stimulating environment for innovative play and relaxation and a diverse programme of cultural, educational and leisure events, games and activities.

**Development Zones P and T: Primary School, Children’s Centre and Multi Use Games Area (MUGA)**

F.58. The applicants have commissioned options’ studies for a primary school and a Children’s Centre within the King’s Cross Central site. These studies have focused on development zones P and T.

F.59. Development zone P now provides for a 2 form entry (2 FE) primary school (at least 2,100 sq m), at ground and first floor level, with access to high quality external play spaces, including play decks and a playground within the development zone itself and the adjacent Flux Park within Gas Holder no. 8 (see above). The primary school would also enjoy good access to the Regent’s
Canal and Camley Street Natural Park, via the proposed pedestrian/cycle bridge BR3. The principal entrance to the school would be from the Canal Street pedestrian zone (see above).

F.60. In addition, a multi use games area (MUGA) of at least 630 sq m could be provided on the roof of the multi storey car park/storage, with the adjacent development zone T. Alternatively, the school playground within development zone P could itself be laid out as a MUGA.

F.61. Development zone T also provides for a Children’s Centre, at ground floor level, incorporating nursery, drop-in/creche, medical and other facilities (at least 645 sq m). The Children’s Centre would have access to high quality external play spaces within the Canal Street pedestrian zone (see above), which would incorporate hard surfaces, soft play surfaces and landscaping.

**Development Zone T: Residential Development and Primary Health Care Centre**

F.62. The Revised Development Specification provides for additional residential development within development zone T, along the CTRL embankment. This additional residential development would be at the northern end of development zone T and may comprise student housing.

F.63. The Revised Development Specification also provides for a primary health care centre of at least 1,250 sq m within development zone T.

**Development Zone Q**

F.64. The applicants have undertaken additional studies into the opportunities and constraints presented by zone Q.

F.65. The Revised Development Specification proposes for business and employment (use class B1) uses along Goods Street with a public indoor sports hall (use class D2) behind. The public sports hall would be a relatively low and light building, recognising the structural constraints imposed by the gasworks railway tunnels below. The hall (8 metres clear internal height) would accommodate an 18m wide x 33m long pitch, providing 4 x standard badminton courts/1 basketball court/ 1 volley ball court/ 1 x 5- a-side football pitch, plus reception, changing, circulation and related facilities, for example café areas and children’s soft play. The sports hall building may also accommodate meeting space for local community groups.

**Development Zones R and S**

F.66. The Revised Development Specification continues to propose high density mixed use development, including business and employment (B1), residential, hotels/serviced apartments, shopping/food and drink (A1/A2/A3/A4/A5), D1, cinemas and other D2 uses. The proposed quantum of floorspace for each use class has been reviewed and revised, however, in the light of changes to Cubitt Park (see above), the necessary realignment of adjacent development zones and the new urban design context.
The Description of Proposed Development

F.67. The description of proposed development at para 3.1 of this Development Specification includes a number of amendments, to reflect the scheme refinements described above and changes to the Use Classes Order.

F.68. The Revised Development Specification description of proposed development refers explicitly to student housing. It also refers explicitly to night clubs, which previously fell within use class D2. The Use Classes Order 2005 now classifies nightclubs as sui generis.

F.69. The Use Classes Order 2005 has also changed the classification of shopping/food and drink uses. The uses covered by classes A1 to A3 inclusive now fall within classes A1 to A5. The Revised Development Specification has been amended to reflect this reclassification.

Housing

F.70. The Revised Development Specification provides more information about the types, quantum and unit mix of housing proposed within the site. It explains that the completed Main Site development would include 1,700 new homes, not including any student housing. It further explains how Lifetime Homes standards and the London Plan target for wheelchair accessible housing would be addressed.

F.71. At least 40% of the proposed 1,700 units would be provided as affordable housing, including social for rent units and intermediate housing units, subject to securing appropriate financial, lettings, management and other delivery mechanism. A significant proportion of the social for rent units would be 3 and 4 bedroom units suitable for families. The remainder would be smaller, 1 and 2 bedroom units.

F.72. Intermediate housing would include the full range of intermediate products, for sale and rent, including discount market rented, shared ownership, shared equity and ‘homebuy’. The applicants propose to target a proportion of these units directly at existing Council/RSL tenants.

F.73. Up to 650 student housing units may be provided, with the residential floorspace total applied for, comprising:

- Up to 500 cluster flat units; and
- Up to 150 studio flat units.

Community Facilities

F.74. The Revised Development Specification provides specifically for a number of community facilities, as identified above:

- Public bicycle interchange/storage facilities within development zone B;
- Public health and fitness facilities, including a 25 metre swimming pool, within development zone B;
- A public indoor sports hall within development zone Q, providing 4 x standard badminton courts/1 basketball court/ 1 volley ball court/ 1 x 5-a-side football pitch, plus reception, changing, circulation and related
facilities, for example café areas and children’s soft play. The sports hall building may also accommodate meeting space for local community groups;

- A primary health walk-in centre of up to 750 sq m GIA, for example within development zone E;

- A primary health care centre of at least 1,250 sq m GIA, within development zone T;

- ‘Flux Park’ play facilities and open space, within development zone N;

- A Local Equipped Area for Play (LEAP) and Local Area for Play (LAP) within Handyside Park, including facilities to support disabled children’s play;

- A 2 form entry primary school of at least 2,100 GEA sq m within development zone P;

- A MUGA of at least 630 sq m;

- A children’s centre of at least 645 sq m GEA, incorporating nursery, drop-in-crèche, medical and other facilities within development zone T;

F.75. The Revised Development Specification would provide for community meeting facilities of at least 370 sq m within the development. As indicated above, these meeting spaces may be provided as part of other community facilities.

Environmental Performance and Sustainability

F.76. Parameter Plan KXC006 has been revised and now identifies priority zones for native species planting within the Regent’s Canal corridor, as part of the Landscape Proposals identified within Section 5 and Annex D of this Revised Development Specification.

F.77. There may be scope to implement additional planting and habitat enhancement measures (not identified on the parameter plan), subject to the co-operation and approval of British Waterways, who control the canal.

F.78. New Parameter Plan KXC021 identifies the priority zones for ‘green’/‘brown’ roofs. Within these zones, the provision of green/brown roofs would be a key design objective. The priority zones identified seek to cluster green/brown roofs together; and as meaningful adjuncts to the ‘green’ corridor along the CTRL embankment towards the Triangle Site, where additional green/brown roofs and a habitat area are proposed (see separate Revised Development Specification for the Triangle Site).

F.79. Overall, as stated in the Development Specification, at least 15% of the roof area of new buildings constructed within the development would be green/brown roofs (or equivalent systems).

F.80. New Parameter Plan KXC021 also identifies the number, size and locations of the wind turbines that are now proposed, as part of the development. Overall, up to 14 turbines would be accommodated at roof level, within development zones J, Q, R and T.
F.81. The Revised Development Specification makes additional commitments to include and show-case photovoltaics; pipework for ground source heat pumps; and solar water heating. Together with the proposed wind turbines, these would generate a proportion of the site’s energy needs from renewables.

F.82. Overall, the Revised Development Specification includes a firm commitment to achieve BREEAM/EcoHomes “very good” as a minimum for all new buildings, with an aspiration for “excellent” (or equivalent assessment method and ratings). This reflects the applicants’ Environmental Sustainability Strategy, submitted alongside the applications in May 2004.

**Development Floorspace**

F.83. The Revised Development Specification includes updated floorspace schedules that reflect the changes set out above. The revised proposals represent:

- a reduction in B1 business and employment floorspace (down 30,770 sq m to 455,510 sq m)
- a (smaller) reduction in residential floorspace overall (down 3,400 sq m to 173,475 sq m)
- a reduction in D1 floorspace overall (down 3,935 sq m to 71,830 sq m)
- a reduction in D2/nightclub floorspace overall (down 2,820 sq m to 28,730 sq m)
- a reduction in multi storey car park floorspace (down 2,350 sq m to 21,500 sq m)
- an increase in “Other” floorspace, to the south of the Regent’s Canal, to reflect floorspace provision for new public bicycle interchange/storage facilities (up 850 sq m to 1,375 sq m).

F.84. To the south of the Canal, the additional public bicycle interchange/storage facilities and health and fitness (D2) uses now proposed would be constructed partly within new basement floorspace. Previously, the floorspace figures excluded all basement floorspace; this is the main reason why the total floorspace proposed to the south of the Canal has increased from 238,545 sq m to 244,250 sq m (up 5,705 sq m). The revised total also reflects the new embedment of the Southern Stanley Building (see above) and further design analysis of development zone B.

F.85. The amount of B1 business and employment proposed to the south of the Canal has increased by 2,500 sq m to 221,510 sq m. This increase stems from some of the complex changes described above and the altered mix of land uses within development zone F. Development zone F now includes up to 2,500 sq m of B1 floorspace.

F.86. To the north of the Canal, the total floorspace proposed has decreased significantly from 479,730 sq m to 468,840 sq m (down 10,890 sq m). The reduction is concentrated in B1 business and employment floorspace (down from 267,270 sq m to 234,000 sq m).

F.87. Residential floorspace to the north of the Canal has reduced slightly from 172,975 sq m to 171,275. The northern area totals for D1 and D2/night club uses and the multi storey car park have also reduced.
F.88. The floorspace totals for hotels/serviced apartments and cinemas, within the southern and northern areas and across the site as a whole, are unchanged. The overall floorspace allocated to shopping/food and drink (A1/A2/A3/A4/A5) uses is also unchanged, though there has been some rebalancing between the southern area (down 400 sq m to 15,060 sq m) and the development zones to the north of the Canal (up 400 sq m to 30,865 sq m).

F.89. Last, the Revised Development Specification corrects some errors in the original Development Specification concerning the respective floorspace of the German Gymnasium and Southern Stanley Building (zones D/E); the total D2 floorspace proposed within development zone L (Granary complex); and residential development within the triplet of gas holder guide frames (zone N). For the German Gymnasium, the Revised Development Specification also takes account of the recent, interim refurbishment scheme.

F.90. The maximum floorspace stated for residential development within the triplet of gas holder guide frames (development zone N) relates to those areas shaded blue/grey on Parameter Plan KXC020. It does not include the aerial walkway shaded yellow, the external balconies shaded light blue, the internal balcony access shaded green or the landings shaded pink on the parameter plan. The floorspace associated with these scheme components would be determined through further detailed design of this unique scheme, to re-use the Grade II listed guide frames in an imaginative and contemporary manner that ensures their long-term maintenance; avoids visual clutter and conflict with the external guideframes; and relates well to the surrounding public realm and both close and long views.

Car Parking/Storage

F.91. The Revised Development Specification sets reduced car parking ratios for the B1 business and employment floorspace:

- For B1 floorspace to the south of the Canal (development zones B, C, E and F) the car parking ratio would be 1 space per 1,500 square metres GEA.
- For B1 floorspace to the north of the Canal (development zones J, K, Q, I/M, L, P, R, S and T) the car parking ratio would be 1 space per 1,250 square metres GEA.

F.92. The proposed car parking/storage ratio for residential dwellings is unchanged, at 0.5 spaces per unit (850 spaces overall for 1,700 units). An additional 25 spaces are proposed for student housing.

Development Specification Text and Parameter Plans

F.93. These changes (described above) are all reflected in the main body of the Revised Development Specification text and the 21 Parameter Plans, as appropriate.

F.94. Table F1 below summarises the principal changes to each Parameter Plan, within the Revised Development Specification:
Table F1 – Principal Changes Incorporated within the Revised Parameter Plans

<table>
<thead>
<tr>
<th>Parameter Plan</th>
<th>Title</th>
<th>Principal Changes[^34] from the Original Development Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>KXC001</td>
<td>Planning Application Area</td>
<td>The red line boundary is unchanged. Only the base drawing has been updated.</td>
</tr>
<tr>
<td>KXC002</td>
<td>Post-CTRL Site Layout</td>
<td>The base drawing has been updated.</td>
</tr>
<tr>
<td>KXC003</td>
<td>Post CTRL Site Levels</td>
<td>The base drawing has been updated. One of the “measured and anticipated levels outside site boundary” has been amended, to reflect recent changes in the CTRL scheme.</td>
</tr>
<tr>
<td>KXC004</td>
<td>Principal Public Realm Areas</td>
<td>The shape of Pancras Square has been amended, to reflect linked changes to development zones B and E. In addition, the drawing incorporates two new public realm areas, Handyside Park and York Square and the size and shape of Cubitt Park (formerly Long Park) has been amended. Cubitt Square (formerly Market Square) and North Square would no longer include pavilion buildings. Goods Street West has been realigned.</td>
</tr>
<tr>
<td>KXC005</td>
<td>Development Zones</td>
<td>The footprint of a number of development zones has been amended: B, E, G, J, Q and S. Development zones O and U have been removed/deleted. In addition, the plan now shows an indicative sub-division of the development zones into development plots. The indicative position and orientation of the triplet gas holder guide frames has been adjusted.</td>
</tr>
<tr>
<td>KXC006</td>
<td>The Regent’s Canal</td>
<td>The plan shows additional/revised steps between Granary Square and the Regent’s Canal and incorporates priority zones for native species planting within the canal corridor.</td>
</tr>
</tbody>
</table>

[^34]: Table F1 summarises the principal changes on each parameter plan. It does refer to every change on every plan.
<table>
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<tr>
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<tr>
<td>KXC007</td>
<td>Principal Access and Circulation</td>
<td>The configuration of taxi facilities for King’s Cross Station (SS2, SS3, CON1 and SUS1) and the alignment of the primary route along the Boulevard (BLV) have been amended. Pancras Road has been amended south of the German Gym to reflect these changes. Routes GS1, GS3, H1 and CA2 and Jn5 have been removed/deleted and routes R1 and S1 have changed from secondary routes to access/drop-off routes, within Urban Home Zones. The alignments of GSW, MS2, H2, LP1, P1 and S1-S4 have been changed. The designation of R4 has been changed. S3 and S4 have switched positions and designations. See also Annex C.</td>
</tr>
<tr>
<td>KXC008</td>
<td>Upper Floor Land Uses Along Street Elevations</td>
<td>The principal changes relate to the mix of land uses within development zones B, E, F, K, Q, S and T.</td>
</tr>
<tr>
<td>KXC009</td>
<td>Ground Floor Land Uses Along Street Frontages</td>
<td>The principal changes relate to the mix of land uses within development zones B, E, F, K, P and T.</td>
</tr>
<tr>
<td>KXC010</td>
<td>Conservation Plans</td>
<td>The base drawing has been updated.</td>
</tr>
<tr>
<td>KXC011</td>
<td>Demolition and Relocation Proposals for Listed Building and Conservation Area Consent</td>
<td>The base drawing has been updated.</td>
</tr>
<tr>
<td>KXC012</td>
<td>Proposed Finished Site Levels</td>
<td>The base drawing has been updated.</td>
</tr>
<tr>
<td>Parameter Plan</td>
<td>Title</td>
<td>Principal Changes from the Original Development Specification</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>KXC013</td>
<td>Development Massing</td>
<td>The principal change relates to the maximum percentage of floor space within development zone N that may be constructed 30 metres or more above finished ground levels. This has been changed from 10% to 15%, partly to correct an error in the original Development Specification.</td>
</tr>
<tr>
<td>KXC014</td>
<td>Maximum Building Heights</td>
<td>The plan now shows a maximum height for new development within the reconfigured zone E. It also incorporates reductions in the maximum heights proposed for buildings within (parts of) development zones L, N, Q and S. In addition, the plan now shows the maximum height of wind turbines within development zones J, Q, R and T.</td>
</tr>
<tr>
<td>KXC015</td>
<td>Strategic Views</td>
<td>The base drawing has been updated.</td>
</tr>
<tr>
<td>KXC016</td>
<td>Basements</td>
<td>The principal changes concern development zones B, F, G, J, Q and S.</td>
</tr>
<tr>
<td>KXC017</td>
<td>Servicing</td>
<td>The principal changes concern development zones E, G, H, J, N, Q, V and S.</td>
</tr>
<tr>
<td>KXC018</td>
<td>Utilities</td>
<td>The proposed layout of storm water drainage and foul sewer infrastructure has been amended to reflect changes in the layout of the proposed development.</td>
</tr>
<tr>
<td>KXC019</td>
<td>Local Route Options for Cross River Tram</td>
<td>This is a new parameter plan.</td>
</tr>
<tr>
<td>KXC020</td>
<td>Gas Holder Triplet Development Zone N</td>
<td>This is a new parameter plan.</td>
</tr>
<tr>
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</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>KXC021</td>
<td>Priority Zones for Green/Brown Roofs and Wind Turbines</td>
<td>This is a new parameter plan.</td>
</tr>
</tbody>
</table>