King’s Cross Central
Triangle Site
Revised Development Specification

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

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1. **Introduction**

1.1 This Revised Development Specification is part of a planning application for the development of 1.1ha of former railway lands within the King’s Cross Opportunity Area within the London Boroughs of Camden and Islington.

1.2 The application was submitted jointly to the London Borough of Camden and the London Borough of Islington by the ‘King’s Cross Central’ development partners, Argent (King’s Cross) Ltd, London and Continental Railways Ltd (LCR) and Exel plc (jointly referred to as ‘the applicants’), in May 2004.

1.3 Since then, the applicants have held discussions with both authorities about various detailed aspects of the application, including building heights, massing and orientation; vehicular access; and land use mix. The applicants have also taken account of written representations received by the London Borough of Camden and the London Borough of Islington, during formal consultation. As a result, the applicants are now proposing a number of amendments to the application. This Revised Development Specification incorporates the proposed amendments and replaces the original Development Specification submitted in May 2004.

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

1.5 To the north of and adjacent to the Triangle Site, there are advanced plans for a CTRL London West Portal Muster Area. This facility is due to be opened as part of the Channel Tunnel Rail Link (CTRL). It will incorporate a variety of support activities including:
   - Signalling;
   - A muster area and Forward Incident Control Point for the emergency services;
   - A possible maintenance and storage facility;
   - Evacuation routes from the CTRL and Thameslink 2000 tunnels; and
   - Transformer and switch gear.

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

**Structure of the Development Specification**

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

i) This Introduction forms Section 1;
ii) Section 2 provides information about the application site;

iii) Section 3 defines and describes the overall development context and the approach to site-wide issues such as overall floorspace, housing, retail, leisure, community uses and parking standards;

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

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

**Type of Planning Application**

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

i) Means of access in full; and

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

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

**Highway Proposals**

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

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

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

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

- The access proposal complements the proposed access to the Main Site (see para 1.4 above and para 1.12 below) and avoids conflict with other access off York Way; and
• The access can be fixed without prejudicing the other parameters for this
development or the design flexibility that they provide.

Other Supporting Information

1.12 The outline planning application for the Triangle Site is closely related to the outline
planning application for the Main Site, which has its own Development Specification.
As a consequence, there are many supporting documents that address the King’s
Cross Central proposals as a whole and these documents were therefore submitted in
support of both applications in May 2004. The submitted documents supporting both
the Triangle Site and Main Site applications are:

May 2004 Documents that Deal with the Evolution of the King’s Cross Central
Proposals as a Whole:

Past Evolution

i) An Urban Design Statement

ii) A Statement of Community Engagement

Future Evolution

iii) Urban Design Guidelines

May 2004 Documents that Deal with Policy and Assessment Issues (Across the
King’s Cross Central Proposals as a Whole):

iv) Environmental Statement;

v) Transport Assessment, together with a Green Travel Plan;

vi) Retail Impact Assessment;

vii) Planning Statement;

May 2004 Strategy Documents that Deal With Future Implementation of the
King’s Cross Central Proposals (as a Whole):

viii) Implementation Strategy;

ix) Environmental Sustainability Strategy;

x) Public Realm Strategy;

xi) Code of Construction Practice; and

xii) Regeneration Strategy.

1.13 In addition, the applicants submitted a Triangle Explanatory Statement (TES) in
support of the Triangle Site application (only), to explain the context for the
proposals, their design evolution (up to May 2004) and the key development issues
that relate specifically to the Triangle Site. The TES complemented and amplified
information provided in the suite of supporting documents submitted in support of
both applications (and listed above), to assist the two London Boroughs in determining the application.

1.14 These documents (listed at paras 1.12 and 1.13 above) do not formally form part of the Triangle Site planning application; rather, they were submitted in support of the application, to:

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

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

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

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

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

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

vii) generally assist the LPAs in determining the application.

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

2.1 The application site lies between York Way (as realigned by the CTRL works), the Thameslink 2000 rail line and the East Coast Main Line. The submitted plans show the site extended to the west by the realignment of York Way, as part of the CTRL works. The site area is therefore larger in 2007 (the likely start year for the King’s Cross Central development) than that currently referred to as the Islington Triangle in the Islington UDP.

2.2 In May 2004, when the application was submitted, York Way was elevated on a viaduct running through the site. The CTRL realignment has since been completed and it now runs at grade.

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

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

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

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

2.6 As explained in the Introduction, the application site is adjacent to the CTRL London West Portal Muster Area site (see paragraph 1.5 above). The CTRL development includes access to the London West Portal Muster Area site off York Way via a dedicated access to the north of the Thameslink 2000 cut and cover tunnel. Consent for these works have and are being secured through normal planning procedures and under the CTRL Act 1996 planning procedures.
2.7 This Triangle Site application proposes the removal of this access and the creation of a new shared access over the Thameslink 2000 cut and cover tunnel. It is for this reason that the Triangle Site application site area extends to the north of the final development footprint, to incorporate all of the land required to implement the highway changes proposed.
3. Development Content

Total Development

3.1 The outline application proposes a scheme for:

"Mixed use development of part of the former railway lands within the Camden Kings Cross Opportunity Area and an Islington Area of Opportunity, as set out in this Revised Development Specification. The development comprises residential; shopping, food and drink and financial and professional services within the A1, A2, A3 and A4 use classes; a health and fitness centre (use class D2) with the potential to incorporate a crèche and community facilities (use class D1); amenity and open space; habitat areas; recycling, cycle storage and other ancillary uses; parking; highway works to provide access; and other supporting infrastructure works and facilities."

3.2 The overall total floorspace proposed within the development is 26,600m². A breakdown of this floorspace is provided at Annex A.

3.3 Annex B defines and describes the range of supporting infrastructure works and facilities that may be required, as part of carrying out the development. The application seeks permission for these supporting works and facilities. Annex C summarises the scheme revisions and refinements incorporated within this Revised Development Specification.

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

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

Residential

3.6 The application seeks planning permission for up to 21,100m² of residential floorspace, providing a maximum of 246 flats across two blocks – Blocks A and B. Block A would accommodate up to 162 units and Block B would accommodate up to 84 units. A range of affordable housing (social for rent and intermediate housing including discount market rented, shared ownership, shared equity and ‘homebuy’¹ products) would be provided within Block B.

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

i. 123 one bed units
ii. 113 two bed units
iii. 10 three bed units

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

Lifetime Homes and Wheelchair Accessible Housing

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

3.10 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 adaptable social rented homes, subject to identifying local need and reaching agreement on grant funding, design and other delivery mechanisms. 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/Food and Drink/Financial and Professional Services

3.11 The application seeks permission for up to 2,500m² of retail floorspace within use class A1, A2, A3 and A4. This floorspace would form part of the maximum retail floorspace of 45,925 m² sought within the overall Kings Cross Central development, including the Main Site, as explained in the Revised Development Specification for that proposed development (paragraphs 3.26 and 3.27). The retail floorspace within the Triangle Site would be divided into three units or more, with no unit exceeding 2,000 m² gross in size. The retail element of the proposals could therefore accommodate a foodstore, plus some unit shops on the frontage with York Way, thus creating an active street frontage. None of the retail floorspace would be served by car parking on completion of the Triangle development, although it may have access to spaces within the development’s lower ground/parking level (see below) at the earlier stages of development.

Health and Fitness Centre

3.12 Block C would contain the health and fitness and related uses (see schedule at Annex A), with a maximum floorspace of up to 3,000m². The block could be occupied in a variety of ways, in different formats and in different proportions. The application provides options to arrange facilities over 3 levels, with for example reception, changing rooms and a 25 metre pool at the lower level; and gym and other facilities
above. Block C has the potential to incorporate crèche/day nursery facilities and day centre/public hall facilities.

**Principal Levels**

3.13 The site slopes downwards along York Way from south to north. This means that ‘street’ level along the new site access road from York Way will be one level below street level where the site meets Randell’s Road. This provides an opportunity to accommodate parking and retail uses in an imaginative way, within a layered, mixed use development.

3.14 The Parameter Plans show that there would be four principal levels, described in the summary table below:

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

**Access and Parking**

3.15 Vehicular access to the site is applied for in full, for the reasons given in paragraph 1.11 above.

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

**Pedestrian Access**

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

- Access for residents of Block A would be provided via cores adjacent to the main site access;
- Access for residents of Block B would be provided directly from York Way via residential cores;
• There would be access for residents of Block A and Block B off York Way, via a garden lobby/lift to the central amenity space, which would provide access to the residential cores. Residents would also have direct access from Randell’s Road, via steps into the central amenity space; and from the car park level below;

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

• Direct access to the retail units fronting York Way; and

• Disabled access would be provided to all parts of the development, via lifts within residential cores (which would extend down to the Lower Ground Level of car parking) and via the ‘garden lobby/lift’ along York Way.

Car Parking/Storage

3.18 A maximum of 158 car parking/storage spaces would be provided as follows:

• Parking/storage for the residential accommodation to be provided within the Lower Ground Level at a maximum average ratio of 0.5/unit, i.e. a maximum of 123 spaces;

• A maximum of 4 parking spaces for visitors adjacent to the site access, in front of Block A; and

• A maximum of 31 spaces (the remainder) within the Lower Ground Level for the health and fitness facilities.

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

Cycle Parking/Storage

3.20 The proposed development includes secure cycle parking/storage for 250 bicycles at the Lower Ground Level. Additional ‘public’ cycle parking facilities could be provided within the public realm, along York Way.

Amenity Space

3.21 A central amenity space between the three ‘blocks’ would be provided as part of the development. This space could comprise gardens, seating areas, play areas for children and buffer space between the main garden and the lower residential dwellings. There would be no ‘uncontrolled’ public access to this amenity space; nevertheless, it would be a busy and well used space, providing access into the residential blocks.

3.22 Where the site fronts Randell’s Road, the buildings would define and frame a new area of public realm, where seating could be provided outside a retail unit. These
proposed public realm enhancements would provide a high quality entrance to the health and fitness facilities (Block C), which would be a prominent feature along York Way.

**Other Uses**

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

3.24 Ancillary areas are proposed within Blocks A, B and C at Lower Ground and Upper Ground Levels. These ancillary areas would be used for plant, waste storage and local recycling facilities. There would also be a service access/covered loading bay.

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

3.26 The development could incorporate a Centre Management Office. The functions of this office could include:

- management of the car park;
- management and maintenance of the amenity space;
- community safety co-ordination; and
- general management of the site as a whole.

3.27 Site-wide plant and other supporting facilities for the development could be accommodated within the blocks and/or within the car parking areas at the Lower Ground Level.

**Environmental Performance and Sustainability**

**Drainage**

3.28 The new drainage infrastructure provided within the Triangle Site would achieve a stormwater discharge to the existing sewers 10% less than the existing, maximum allowable discharge, calculated on the principle of equivalent discharge (74 l/s\(^2\)). The new drainage infrastructure would be designed such that the peak discharge from the Triangle Site to the existing sewers would not exceed 67 l/s. Foul water discharge would be to the York Way sewer.

**Noise**

3.29 The façade of Block B would be exposed to high external noise levels from traffic along York Way. Acceptable internal noise levels would be achieved within the block, by specifying appropriate high performance glazing systems at the detailed design stage. Accordingly, construction work on the residential development within Block B would not begin until a scheme for protecting that development 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 road traffic noise within other living rooms shall not exceed 40 dB\(_{L_{Aeq,16hr}}\) between 07:00 and 23:00.

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\(^2\) 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.
3.30 Residential accommodation within Block A would be similarly protected from external rail noise. The design standards for internal noise specified above would be achieved through the internal layout arrangements, structural design and/or detailed design of the building envelope/façade, for example by specifying high performance acoustic glazing with an attenuated ventilation system.

Building Roofs

3.31 Block B and Block C would incorporate green (sedum) roofs\(^3\). The penthouses to Block A and the lift over-run roofs to Block B would incorporate brown roofs.

3.32 All 3 blocks could incorporate terraced roof areas and these would be finished in paving or timber decking.

3.33 Combined Heat and Power (CHP)

The proposed mix of land uses across the site, with residential, leisure and retail, provides opportunities to utilise combined heat and power (CHP) technology and this has informed the Revised Development Specification. Further studies of CHP, undertaken since May 2004, indicate that a plant room facility of 200 square metres, at least 5 metres high, would be required to accommodate district heating plant, with good maintenance access, connections to site-wide gas and electricity infrastructure and outside air for combustion, cooling and flues. The proposed development could accommodate these plant requirements within or beneath Block C, at the Lower Ground (car and cycle parking/storage) or Upper Ground (retail) Levels.

BREEAM/EcoHomes

3.34 Overall, all new buildings would be designed to achieve BREEAM or EcoHomes “very good” ratings as a minimum, with an aspiration for excellent (or equivalent assessment method and ratings).

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\(^3\) 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.
4. Parameter Plans

4.1 The 9 Parameter Plans which form part of the application are described below. 7 of the plans are revised from the original Development Specification submitted in May 2004 and 2 are new parameter plans. Together the 9 new/revised plans reflect the scheme revisions and refinements summarised at Annex C. Each of the Plans should be read together with its key and the information below, which provides more detail in relation to levels, limits of deviation and other parameters.

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

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

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

TS001: Planning Application Area

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

4.5 The planning application area includes:

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

TS002: Post CTRL Site Layout and Levels

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

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

4.8 Anticipated levels within the site boundary are shown in red.

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

**TS003: Proposed Access**

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

**TS004: Lower Ground Level**

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

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

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

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

- Into Block A from the northern elevation, adjacent to the main site access;
- Directly off York Way into the retail unit on the corner of the site; and
- Via the ‘garden lobby/lift’ up to the amenity space above (see Parameter Plan TS006).
4.15 At the far corner of the site, the proposed habitat area shown would be a fenced off area with no public access. The detailed design of this area would seek to provide habitat considered complementary to the adjoining railside habitat. A limit of deviation is incorporated as the exact line of the future fence cannot yet be determined.

**TS005: Upper Ground Level**

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

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

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

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

**TS006: Garden Level**

4.19 Parameter Plan TS006 shows the next level up where the built development would appear as three separate blocks around a central amenity space with planting. Blocks A and B would be in solely residential use at this level and levels above. New buildings would be constructed within the development zone area boundaries shown on the parameter plan and balconies may be provided, overlooking the central amenity space. These balconies may therefore overhang the development zone area boundaries. Block C would contain the health and fitness and related facilities.

4.20 There would be pedestrian access into the central amenity space from street level below, via the steps/terraces from Randell’s Road and the garden lobby/lift from York Way. The central amenity space would provide access to/from residential cores within Blocks A and B. There could also be access to the central amenity space from Block C.

4.21 The amenity space is envisaged as private space for the use of residents and potentially other key holders, for example users of the health and fitness centre within Block C.

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

**TS007: Upper Levels**

4.23 Parameter Plan TS007 shows residential development at level 8 of Blocks A and B, above the maximum height of Block C, to indicate the variations in height across the development.

4.24 The plan shows how Block B would set back on both sides at this level, to enhance light penetration to the street and into the central amenity space; and to provide large roof terraces for the top floor units. For Block A, the plan repeats the information on Parameter Plan TS006; as explained above, any balconies overlooking the central amenity space may overhang the development zone area boundaries.

4.25 The plan also repeats the maximum building heights of Blocks A and B, as discussed at para 4.22 above and indicates how the upper parts of Block A would vary in height to articulate three distinct volumes.

**TS008 and TS009: Sections**

4.26 Parameter Plan TS008 shows a west-east section through the development and Parameter Plan TS009 shows a north-south section.

4.27 The sections show how Block A has been arranged into 3 distinct volumes, rising from 11 residential storeys adjacent to York Way up to 14 and 17 storeys respectively, to the east. The proposed massing and the arrangement of the residential cores would provide a dynamic and visually interesting roofscape.
Key:
- Development Zones on the King's Cross Central Main Site (from drawing KXC005)
- Proposed Triangle Configuration
- Triangle Site Amenity Space
- Planning Application Boundaries for Main Site and Triangle Site

Context 001

Argent (King's Cross) Ltd
King's Cross Central
Triangle Site
Revised Planning Application
Scale 1:4000 @ A3

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Key:

- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone Area Boundaries
- Development Zone Area Boundaries (L.O.D + 5.0m)
- Development Zone Area Boundaries (L.O.D + 2.5m)
- Site access (carriageway and pavements) including new junction arrangement, access to car park, visitor parking and hardstanding e.g. for turning of Service Vehicles
- Illustration of Service Vehicle Movement to/from Loading Bay (see TS005)
- Proposed Finished Level within Triangle Site Boundary (vertical L.O.D ≥ 2.5m)

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

Proposed Access

Site Access:
- Entrance to Car park
- Visitor Parking
- C.T.R.L. access to be removed
- C.T.R.L. London West Portal Muster Area

- Proposed Finished Level (vertical L.O.D)
- +23.6
- +23.3
- +23.9
- +24.9

Rev. K

TS003

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Key:
- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone Area Boundaries
- Development Zone Area Boundaries (L.O.D + 5.0m)
- Development Zone Area Boundaries (L.O.D + 2.5m)
- Areas of public realm
- Entrance to Health and Fitness facilities
- Retail unit(s) (within A1, A2, A3, A4 use classes) with pedestrian access from York Way
- Access (garden lift) from street level to Amenity Space above
- Projection of Block B Upper Floors above
- Location of residential cores
- Ancillary areas (plant, waste, recycling)
- Indoor Sports/ Health and Fitness and related facilities (D1 and D2 use classes)
- Stepped access to Amenity Space at Garden Level above
- Service access and covered Loading Bay
- C.T.R.L. access to be removed

TS005
Upper Ground Level
Rev. K
Garden Level

Key:

- **Planning Application Boundary**
- **Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)**
- **Development Zone Area Boundaries**
- **Development Zone Area Boundaries (L.O.D + 5.0m)**
- **Development Zone Area Boundaries (L.O.D + 2.5m)**
- **Maximum Height Sub-Division Boundaries (L.O.D + 2.5m)**
- **Maximum Height within Triangle Site Boundary (metres A.O.D)**
- **Maximum Height within Kings Cross Central Main Site (from drawing KXC 014)**

- **Residential development with pedestrian access from York Way, rear of Block A and Amenity Space**
- **Location of residential cores**
- **Access (garden lift) from street level to Amenity Space**
- **Indoor Sports/ Health and Fitness and related facilities (D1 and D2 use classes)**
- **Amenity Space with planting and access into adjacent buildings**
- **C.T.R.L. access to be removed**
Key:

- Planning Application Boundary
- Development Zones on the Kings Cross Central Main Site (from drawing KXC 005)
- Development Zone Area Boundaries
- Development Zone Area Boundaries (L.O.D + 5.0m)
- Development Zone Area Boundaries (L.O.D + 2.5m)
- Maximum Height Sub-Division
- Outline of building below
- Residential Development at Level 8
- Location of residential cores

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

Residential Development at Level 8

Outline of Block C
Residential Block A
Residential Block B

+84.0 +77.0 +74.0 +73.0 +70.0 +67.0 +61.0 +72.5 +70.0 +75.0 +78.5 +82.0 +74.0 +73.0 +67.0 +61.0 +55.0
Key:

- Retail unit(s) (within A1, A2, A3, A4 use classes) with pedestrian access from York Way
- Residential Development
- Amenity Space with planting and access into adjacent buildings
- Indoor Sports/Health and Fitness and related facilities (D1 and D2 use classes)
- Area of car and bicycle parking/storage plus access via lifts and stairs to upper levels

Retail unit(s) (within A1, A2, A3, A4 use classes) with pedestrian access from York Way

Residential Development

Amenity Space with planting and access into adjacent buildings

Indoor Sports/Health and Fitness and related facilities (D1 and D2 use classes)

Area of car and bicycle parking/storage plus access via lifts and stairs to upper levels
Retail unit(s) (within A1, A2, A3, A4 use classes) with pedestrian access from York Way
Residential development
Amenity Space with planting and access into adjacent buildings
Ancillary areas (plant, waste, recycling)
Area of car and bicycle parking/storage plus access via lifts and stairs to upper levels
5. Implementation Parameters

Future Reserved Matters Applications

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

Implementation

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

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

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

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

Annex A: Floorspace Schedule

<table>
<thead>
<tr>
<th>Use</th>
<th>Total Floorspace Applied for (sq.m)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>up to 21,100</td>
<td>To provide up to a maximum of 246 dwellings in Blocks A and B. The total of 21,100 sq m assumes 14,200 sq m within Block A and 6,900 sq m within Block B.</td>
</tr>
<tr>
<td>Retail (use classes A1/A2/A3/A4)</td>
<td>up to 2,500</td>
<td>Within Block B and beneath amenity space. All units to have frontage to York Way.</td>
</tr>
<tr>
<td>D1/D2 uses</td>
<td>up to 3,000</td>
<td>The application seeks permission for health and fitness/indoor sports facilities, including a swimming pool, within Block C, with the potential to also incorporate crèche/day nursery facilities; and day centre/public hall facilities.</td>
</tr>
<tr>
<td>TOTAL</td>
<td>up to 26,600</td>
<td>-</td>
</tr>
</tbody>
</table>

1. All figures are gross external
2. The floorspace figures exclude plant, 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, service access and a covered loading bay.
3. The floorspace figures exclude car and cycle parking/storage.
4. The floorspace figures exclude residential balconies.
5. Up to 158 car parking spaces would be provided within the development. The overall maximum car parking/storage ratio for residential uses would be 0.5 spaces per unit (up to a maximum of 123 spaces). In addition, up to 4 visitor parking spaces would be provided. The remaining spaces (up to a maximum of 31 spaces) would serve the D1/D2 uses proposed. The proposed retail uses would have no dedicated parking at the completion of the development. However, in earlier phases, a proportion of the spaces applied for may be used for retail parking.
Annex B

Supporting Infrastructure Works and Facilities

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

i. Cycle racks and spaces;

ii. New and amended lighting;

iii. New CCTV and other security/surveillance technology;

iv. Road signing and signalling;

v. Noise attenuation works;

vi. Foul and surface water and land drainage works;

vii. New telecommunications and other information technology infrastructure;

viii. The provision of on-site utilities such as transformers, waste storage and recycling facilities;

ix. The replacement, relocation and diversion of pipelines and other services and the installation of new sub-stations;

x. Ground and groundwater treatment, contaminant and remediation works;

xi. Relocation, storage and disposal, within the site, of waste matter or arisings from excavations, earthworks, engineering and construction works;

xii. Retaining and/or boundary structures;

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

xiv. Public art.

Some (but not all) of these works and facilities are shown on (and governed by) the parameter plans TS001 – TS009.

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 C

Triangle Site Revised Development Specification

Summary of Scheme Revisions and Refinements

**Description of Proposed Development**

C.1. The Use Classes Order 2005 has 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. Uses within use class A5 (hot food take-aways) are not proposed for the Triangle Site.

**Development Floorspace**

C.2. The Revised Development Specification proposes fewer residential units (up to 246, instead of up to 250 in the original Development Specification), but more residential floorspace (up to 21,100 sq m instead of up to 18,000 sq m). This reflects further consideration of the unit sizes appropriate for both market and affordable housing within this development, in this location; and a revised layout of Blocks A, B and C (see below).

C.3. Block A (up to 162 market units) would include up to 84 x 1 bed units; up to 75 x 2 bed units; and up to 3 x 3 bed units.

C.4. Block B (up to 84 affordable units) would include up to 39 x 1 bed units; up to 38 x 2 bed units; and up to 7 x 3 bed units.

C.5. The proposed D1/D2 floorspace has been reduced from up to 3,500 sq m to up to 3,000 sq m and there is no longer specific reference to medical/health facilities. This reflects further discussions with, for example, the Camden Primary Care Trust, who have indicated that they would not wish to operate facilities within the Triangle Site.

C.6. The proposed retail floorspace is unchanged at up to 2,500 sq m.

C.7. The total floorspace proposed within these uses is now up to 26,600 sq m (previously up to 24,000 sq m in the original Development Specification).

**Proposed Access Arrangements**

C.8. The proposed highway access and car park entrance point have both been modified. The revised arrangement moves the car park entrance further west, away from the Thameslink Tunnel structure; provides additional room for service vehicle movements to/from a reconfigured loading bay, at the rear of Block C; and incorporates new opportunities for tree planting and visitor parking, in front of Block A.
Habitat Area

C.9. The revised arrangement also provides for a larger habitat area in the northern part of the site, between the Thameslink Line and East Coast Main Line.

Layout and Massing

C.10. These changes have been achieved by inflecting the alignment of Block A, to break-up its perceived massing and to provide visual separation between volumes. Flats within the two taller volumes (14 and 17 storeys of residential respectively) are now orientated north-south, which is more efficient in terms of solar thermal energy and window design. The orientation of the third, lower volume within Block A (11 storeys of residential), along York Way, takes advantage of views to and from Long Park within the Main Site development.

C.11. The massing of the Block A volumes has also been amended, to provide a more dynamic/visually-interesting roofscape. At the same time, the maximum building height within Block A has been reduced from +85.0 m AOD to +82.0m AOD.

C.12. The shape and alignment of Block B have been amended, to respond to the ‘new’ Block A and incorporate larger unit sizes. At the same time, the block has been reduced in height, by 1 storey. It now provides 7 storeys of affordable housing on upper floors, above street level retail units. The maximum building height would be +55.0 m AOD (previously +59.0 m AOD). The upper floors would be set back on each side, to enhance light penetration to the street (York Way) and into the centre of the site; and to provide large roof terraces for the upper units.

C.13. The revised relationship between Block A and Block B provides a central amenity space of similar size to that proposed before, whilst providing a better context for the garden lobby/lift, which would be located adjacent to a residential core within Block B.

C.14. To accompany these changes, the footprint and height of Block C have both been reduced. The maximum height of Block C has been reduced from +45.0m AOD to +41.0m AOD.

Car and Bicycle Parking/Storage

C.15. The proposed number of parking spaces has been reduced from 185 to 158. The proposed provision for D1/D2 uses, in particular, has been reduced from 60 to 31 spaces.

C.16. The proposed car parking ratio for residential development is unchanged at 0.5 spaces per unit (up to 123 spaces overall). In addition, up to 4 visitor spaces would be provided on-street, to the north of Block A.

C.17. In addition, the Revised Development Specification confirms that the development would include secure storage for 250 bicycles at the Lower Ground Level.

Environmental Performance and Sustainability

C.18. The proposed ancillary areas within the development have been reconfigured, in response to a preliminary BREEAM/EcoHomes assessment (see para C.19 below). In particular, the Revised Development Specification incorporates recycling facilities in closer proximity to the residential cores.
C.19. Last, the Revised Development Specification provides more details on other aspects of sustainability and environmental performance, in particular the design standard for indoor noise levels; the provision of green/brown roofs; and the provision of bicycle parking (para C.17 above). Overall, the Revised Development Specification now includes a firm commitment to achieve BREEAM/EcoHomes “very good” as a minimum, with an aspiration for “excellent.” As indicated above, the applicants have undertaken a provisional assessment of the Triangle Site development and this indicates a ‘score’ of 67% for the revised scheme. A score of 60% is required to achieve “very good”; 70% would be required to achieve an ‘excellent’ rating.

C.20. The applicants retain the aspiration to achieve an “excellent” rating and further studies would be undertaken, as part of subsequent detailed design, to confirm the practicality and viability of the additional measures necessary to achieve 70%+.

**Development Specification Text and Parameter Plans**

C.21. These changes (described above) are all reflected in the main body of the Revised Development Specification text and the 9 parameter plans, as appropriate.