MIDLAND ROAD SITE

LAND TO REAR OF BRITISH LIBRARY

PLANNING BRIEF

Planning Brief No 36
October 2003
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Part 1  Introduction

1.1. This planning brief has been prepared to ensure a comprehensive approach to the development of land in different ownerships bounded by Midland Road, Brill Place, Ossulston Street and British Library to secure development which accords with the Council’s planning objectives, and maximises the benefits of development, whether carried out as a single scheme or in phases.

1.2. This brief has been subject to public consultation and endorsed by the Executive of the Council. It reflects the Statutory planning framework established by Camden’s Unitary Development Plan and takes into account relevant Government advice and circulars but does not take into account any covenants or similar restrictions which may affect the site.

Part 2  The Site

Ownership and occupation

2.1 The site is approximately 7.4 acres in size. The ownership of the site is currently split between The British Library and the Department of Culture Media and Sport (DCMS). The DCMS ownership extends to approximately 4 acres and the British Library ownership extends to approximately 3 acres.

2.2 The larger site, including the main British Library building as already built, is 12.6 acres in size. Of this, the existing British Library building covers 5.2 acres (extending to approx 8.5 acres if its current service road and loading bay is included). The remaining part of the 12.6 acre site, excluding the existing British Library building, therefore consists of 7.4 acres.

2.3 In 1982, the British Library stated that 9.9 acres were required for their purposes. This left 2.7 acres (of the 12.6 acre site) as then surplus to BL requirements. This surplus site is identified in the Unitary Development Plan as site 28, with a preferred mix of uses for residential, Leisure and business (Class B1).

2.4 The British Library historically sought the larger site with the purpose of co-locating at a single site for the benefit of the nation’s Libraries and compatible Collections requiring long-term preservation. The Council played a significant role in securing the relocation of the British Library to its current site. Under the Circular 80-71 of the time, now revoked, the surplus land would have been offered to the Council. This surplus land is now within DCMS ownership.

2.5 The majority of items in the British Library collections are unique and range in date from 3,000BC to the present day. The British Library is also the place of legal deposit for items published in the UK and has to maintain these collections in-perpetuity for the public benefit. To fulfil its remit the British Library has the continuing need to provide sufficient storage to an archival standard and a requirement to provide public access to the material in a manner that ensures its long-term preservation.
2.6 Within the part owned by the British Library, the library’s loading and service bay is located with access from Midland Road, and a parcel of land facing Midland Road is in temporary use by Channel Tunnel Rail Link (CTRL). The British Library’s access road will be temporarily adjusted to entry from Brill Place up to November 2005 to suit the CTRL works. Within the British Library area is an underground tank-farm necessary for the operational requirements of the British Library. A Flood Berm also traverses the site as there is a need to prevent surface flood water getting into the all important basement book storage areas.

2.7 The land owned by DCMS is also temporarily part occupied by CTRL as their construction headquarters and part occupied by the library as a temporary car park.
Setting

2.8 The brief site lies within Central London between Euston and King's Cross/St Pancras Stations and is located immediately to the rear of the British Library (an Internationally recognised public institution) which fronts onto Euston Road. Midland Road to the east, Brill Place to the north, Ossulston Street to the west and the British Library to the south enclose the site. It has high public transport accessibility.
2.9 The site also lies within an area of current and future major change, the most significant of which is the Channel Tunnel Rail Link (CTRL) Terminus at St Pancras. Following other associated public transport improvements and the development opportunities created in the King’s Cross Central site and surrounding area including this site, King’s Cross Central will become a major destination as a new city quarter and a European Gateway.

2.10 The new arrangements at St Pancras will mean that most travellers (CTRL, Thameslink, Midland Services) will be using a new cross route/concourse opposite the mid-point of the site to get to new bus stops and taxi rank in Midland Road. The St Pancras international and domestic station is projected to open fully in 2007.

2.11 As part of the CTRL the Thameslink King’s Cross Station will be relocated and reconstructed under Midland Road. Both Midland Road and Brill Place will be closed for an extended period to Nov 2005 during the construction of the Thameslink station box. However the station will not be in operation for public use until 2007 at the earliest.

2.12 The Mayor of London’s Transport Strategy and the Draft London Plan include the Cross River Tram, and the Mayor announced in 2002 his intention to pursue implementation of the scheme. The proposed route runs adjacent to the brief site. Intermediate Cross River Tram stops, passenger interchange and other infrastructure and support facilities may involve some land outside the highway boundary in this area.

2.13 The eastern and southern boundaries to the site are in close proximity to large public buildings / local landmarks (St Pancras Station / King’s Cross Station / Camden Town Hall / The British Library). These buildings create an area of intense pedestrian activity along and connecting with the frontage of Euston Road. The Council, with others, is actively pursuing environmental and urban design improvements to the Euston Road corridor and the site will benefit from strong links to Euston Road.

2.14 To the west the brief site fronts residential buildings, Grade 2 listed Levita House, designed to a permeable pattern providing the potential to connect the brief site to Chalton Street and beyond. Chalton Street has been radically improved as part of the KX Single Regeneration Budget programme. The land use pattern to the north is residential, mostly post-war, with a large public open space opposite the site on Brill Place. There is little that is left in the immediate area from the original 19th Century urban pattern of terraces in a fine-grain of streets.

2.15 The scale of existing development along Midland Road falls from 8 floors to 5 floors where the British Library adjoins the brief site. St Pancras Station arches and train shed along the eastern boundary of Midland Road provide an equivalent of 5 / 6 floors. To the north, the residential buildings are between 2 to 4 floors, rising to between 4 and 7 floors along Ossulston Street to the west.
2.16 The site together with the land to its south was originally occupied by the Somers Town Goods Depot and was set aside in 1975 for the development of the British Library. The northern section of the brief site was declared surplus to the requirements of the library in 1975. This surplus site is identified as site 28 in the Unitary Development Plan with a preferred mix of uses for residential, leisure and business (Class B1).

2.17 To the east the brief site faces the Grade 1 listed St Pancras Station and train shed which marks the edge of King’s Cross/ St Pancras Conservation area. By 2007 when CTRL is completed, the site will also face a modern design landmark building, the station extension to the back of St Pancras shed. Part of the site is also within the background strategic views to St Paul’s, which seeks to control the height of buildings in relation to St Paul’s.

2.18 **King’s Cross Conservation Area** is under review. Its features of special interest are outlined in the Conservation Area Statement approved by the Council on 2nd July 1998. Its general character presents an impressive assembly of Victorian architecture, station set pieces and mid-nineteen century industrial heritage. Part of this special character is the visually strong streetscape of granite sets, York stone paving, and heavily detailed bollards.

### Listed buildings

<table>
<thead>
<tr>
<th>Listed buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>St Pancras Station</strong></td>
</tr>
<tr>
<td>Grade 1 Listed; railway terminus / shed and hotel, ancillary buildings; Gothic revival style; deep red grippers patent Nottingham bricks with Ancaster stone dressings and shafts of grand red Peterhead granite, and slated roofs.</td>
</tr>
<tr>
<td><strong>Kings Cross Station</strong></td>
</tr>
<tr>
<td>Grade 1 Listed; railway terminus, Yellow stock brick with two glazed semi-circular openings framed with recessed arches.</td>
</tr>
<tr>
<td><strong>Levita House, including attached shops</strong></td>
</tr>
<tr>
<td>Ossulton Street and Chalton Street, 1930; coloured rendered brickwork; hipped pantile roofs with tall chimney stacks.</td>
</tr>
<tr>
<td><strong>Walker House</strong></td>
</tr>
<tr>
<td>Phoenix Road North side; block of Council flats 1929-30; coloured rendered brickwork.</td>
</tr>
<tr>
<td><strong>Chamberlain House</strong></td>
</tr>
<tr>
<td>Phoenix Road south side; block of Council flats; rendered brickwork; forms a group with Levita House and Walker house.</td>
</tr>
</tbody>
</table>
Key

- Adjoining Kings Cross / St Pancras Conservation Area
- Listed buildings
- Background / Strategic views to St Pauls Cathedral
- Existing British Library building
Key

- Public buildings
- Open space with public access
- Residential
- Mixed Retail / cafes /community - active use ground floor: mixed offices / residential upper floors
- Hotel
- Landmarks / Activity nodal points
- New pedestrian access to CTRL, Thameslink and Midland Services platforms from 2007
- Pedestrian routes
- UDP Site 28
- Future CTRL traffic flow

Constraints
2.19 The following known constraints may impact on the development of the site.

i. The land is in two ownerships. Major parts of the site are currently used by CTRL and will not be available for development until after its completion in 2007.

ii. The relocated Thameslink King’s Cross Station is a sub-surface construction. The station box and a number of major services that will need to be relocated to allow the station box to be constructed affect a wedge of land measuring approximately 120m x 20m on the Midland frontage of the site. Current evidence suggests that the access requirements to the station box and these sub-surface services are likely to limit construction of buildings over this wedge of land.

iii. The CTRL, Thameslink and Midland Services main pedestrian exit to buses and taxis will be located in Midland Road, with a bus lane and a pedestrian island for bus passengers, requiring the widening of the road. This will affect a narrow strip of land along the western edge of Midland Road and will be contained well within the wedge described above.

iv. Midland Road is proposed to become a one-way south flowing traffic system. Both Brill Place and Midland Road will be closed for an extended period to Nov 2005 during rail construction. Traffic management arrangements are under review and current vehicular access to the brief site are likely to have to change.

v. There is an underground tank room measuring approximately 32m x 32m, which is part of the specific support facilities required for the British Library, located towards the centre of the site that may inhibit the development of buildings on this part of the site. Further evidence is required to justify exclusion of this part of the site from the development.

vi. The Mayor of London’s Transport Strategy and the Draft London Plan include the Cross River Tram, and the Mayor announced in 2002 his intention to pursue implementation of the scheme. The route proposed runs adjacent to this site. Intermediate Tram stops, passenger interchange and other infrastructure and support facilities may involve some land outside the highway boundary in this area. The Mayor is due to publish further details of this proposal shortly.

vi. The western part of the site is within the background consultation area within which the Council will seek to protect the background views of St Pauls from Blackheath point. Articles 10 and 27 of the Town and Country Planning (General Development Procedure) Order 1995 set out the direction for protecting this background view. They state that the direction does not apply to planning applications for the erection of a building if no part of the building when erected would be over 50 metres in height above ordnance datum.
Part 3  Planning Background

3.1 The statutory Development Plan for the site is the Camden’s Unitary Development Plan (UDP) adopted in March 2000. The affordable housing and mixed use policies of the existing plan have recently been reviewed and are proposed for adoption as Alterations in November 2003. This draft brief is based on the Adopted UDP and the Alterations, and relevant Supplementary Planning Guidance (SPG), and seeks to apply them to this site. The wider UDP Review has started and is programmed to be completed in 2005. The new and amended policies emerging from the review will gain increasing weight at each stage of the review and will apply to this site as appropriate.

3.2 The site was originally occupied by the Somers Town Goods Depot and was set aside in 1975 in conjunction with land to the south for the development of the British Library. The northern section was later declared surplus to the requirements of the library. This surplus site is identified as site 28 in the UDP with a preferred mix of uses for residential, leisure and business (Class B1).

3.3 As this planning brief has been adopted by the Executive of the Council it has the status of Supplementary Planning Guidance for this site and will be a material consideration in the development control process.

3.4 The Appendix 1 gives a full listing of all March 2000 UDP policies that are relevant to this site.

Part 4  Development Objectives

4.1 The main body of this document provides an overview of the planning, land use issues and constraints affecting the site, and then provides urban design guidance for the development of site. The Council is seeking:

   i. a development that realises the full potential of the site reflecting its location in Central London, adjoining the Channel Tunnel Rail Terminal and the King’s Cross Central development, and proximity to the Euston Road corridor and major public transport provision in the area

   ii. a comprehensive approach where the development of each/every part is compatible with the vision for the whole site

   iii. a genuine mixed use development including: a significant contribution to the Council’s priority residential and community uses, and to the regeneration of the wider area, and meeting the current and future operational needs of the British Library as far as they are defined.

   iv. a development designed to the highest architectural, urban and environmental design standards

   v. a development that is well integrated and links to the surrounding area with a network of streets and land uses.
4.2 Depending on timing and phasing of the development consideration will need to be given at each stage to the transport capacity of the area. It is also important that any proposal does not prejudice the Cross River Tram proposals currently under consideration.

Part 5 Planning guidance

5.1 The primary objectives are ensuring a comprehensive approach to the development of the site and achieving a mix of uses that reflect the Council’s priority uses, while meeting the future operational needs of the British Library, and are accessible to local people and businesses and contribute to the regeneration of the surrounding area.

Mixed use development

5.2 This is a large development site located within the Central London Area, and is adjacent to a major public transport hub which will include the new gateway to Europe. It has high public transport accessibility. The British Library to its south is an institution with links and importance beyond the local area. These give the site huge potential to complement this pattern of development of international importance.

5.3 The focus of planning policy in the UDP, Government guidance, and the draft London Plan is on concentrating new high density mixed use development in areas of high transport accessibility.

5.4 The planning policies require a mixed-use development. The uses could include a range of uses integrating the cultural needs/links of the British Library with a range of other cultural, commercial, tourism, leisure, community and residential use. The British Library is proposing to extend its facilities with the construction of a Conservation Centre on part of the site, and this use in principle would be appropriate and compatible with these policies. In the medium term the British Library has further operational requirements for new facilities including an open media centre. This would also be compatible with these policies.

5.5 Midland Road should be fronted by cultural / tourist or commercial use, appropriate for its increased status as a busy route from the north and as the main road serving the new CTRL terminus. The ground floors should have active public uses such as small retail and services to draw pedestrians into the site and ensure safety.

Housing and community use

5.6 The site is located in the Central London Area where policy requires development to incorporate a mix of uses including housing. The site is also within the Area of Community Regeneration and adjoins the Kings Cross Opportunity Area. The Council therefore considers that the site should make a substantial contribution to the supply of both housing and community uses in the area. It will therefore be a requirement that 50% or more of additional floorspace is for housing, and 50% or more of housing to be affordable.
5.7 Residential development could be located in most parts of the site but would be most appropriately located along the Ossulston Street and western half of Brill Place adjoining neighbouring residential. The site location would lend itself well to residential design in the form of blocks and terraces, which would enable strong visible pedestrian penetration from the east / west and north / south.

5.8 The development of this site should maximise the opportunity to greatly improve the provision of community facilities in the area both to support the new development and meet identified local needs. Community facilities such as: floorspace for community use (e.g. meeting hall / office); health care facilities; community managed garden, would be considered as appropriate.

5.9 The exact nature of community facilities to be provided should be viewed in the context of provision made for new community facilities in the wider Kings Cross Development Area for which a planning brief has recently been approved for consultation by the Executive. The very significant development potential of the Kings Cross site will enable provision of a wide range of large and small facilities serving a wide area. The Kings Cross planning brief seeks provision for some or all of the following:

- Youth facilities and very high quality, indoor and outdoor play areas;
- Community centre(s), which may be associated with appropriate places of worship;
- Indoor recreation and sports hall;
- Swimming pool(s);
- Library and tourist information points;
- Visual arts centre;
- Contributions towards arts programmes and public art works

5.10 New community facilities should be located to maximise the creation of active frontages within the site contributing towards the overall security of the larger development.

5.11 As the development of the site will probably take place in phases, every opportunity to secure interim community uses while awaiting permanent development should be maximised.

5.12 In order to ensure the continued success of community facilities once in place the Council would expect a funding mechanism to be established by the developer that provided a revenue source in perpetuity to enable the future management of the facilities. In accordance with UDP policy RE2, the Council
may seek to use its powers under Section 106 of the Town and Country Planning Act 1990 to require such provision to be made.

5.13 In some circumstances, the upgrade of existing nearby community facilities in poor condition may be preferable to building new facilities on-site. This is more likely to be sustainable, a better use of resources and retains facilities that are located in the heart of the communities that need and use them.

Permeability and public realm

5.14 The redevelopment of the immediate area over the last century has had the effect of reducing routes and creating some inactive frontages. The brief site, the existing site of the British Library, and St Pancras station all present barriers to east-west movement creating a degree of pedestrian congestion on Euston Road. This congestion is likely to further intensify in the future with the arrival of CTRL and other public transport improvements and new developments to the area.

5.15 The brief site presents an opportunity to significantly improve the pattern of pedestrian movement throughout the wider area. Although it is neither feasible, nor desirable to try to recover a particular historic street pattern, a strong case can be made to create new routes into the site that connect to existing streets around the site and that respond to likely future pedestrian activity pattern.

5.16 This could be achieved by extending Purchese Road south into the site and by creating new east-west streets that will act as pedestrian routes. Vehicular access through the site would be subject to traffic management measures to ensure that rat runs did not result from the development. The introduction of Home Zones should also be considered. A home zone is a residential street designed to ensure that the living environment presides over traffic. The layout provides space for vehicles while accommodating the wider needs of residents. This is achieved through innovative approaches to street design and landscaping that determine the movement of vehicles without restricting the number of movements.

5.17 A new east-west street should be created opposite the CTRL/Thameslink/Midland Mainline Services exit on Midland Road that would provide an alternative route to Euston Road and also provide a visible connecting route to the emerging passengers.

5.18 Any new pedestrian route would need to take into account the British Libraries need for a secure boundary.

5.19 The new streets should normally be both for pedestrians and vehicles with street level frontages and active community, residential, retail or cultural uses on the ground floor of buildings. Pedestrian-only streets would only be appropriate where there would be high level of activity at most times to ensure safety, or where short lengths link activity points and vehicle use is not appropriate.
5.20 The development should be designed to satisfy CABE principles, in particular, ensuring that routes through the site are frequent, legible, and inviting, and that all buildings present their fronts to public routes. All streets and public realm should be designed with clear emphasis on designing out opportunities for crime and reducing the perception of an unsafe environment.

5.21 A master plan for the site should allow for open space within the site. The location of this space is not prescriptive but should integrate with and provide a focal point to the new street pattern within the site, and offer a safe and protected amenity for the occupiers of the development and the existing community. Smaller public spaces can be included as part of the development, designed to give local points of focus to the new street pattern, but close attention must be paid to design and future maintenance.

**Access, vehicular movement and parking**

5.22 Pedestrian access should be designed to ensure safe, active footpaths connecting all parts of the site and providing pedestrian through routes, in particular complementing Euston Road, and facilitating both east/west and north/south routes.

5.23 The current servicing and loading arrangements within the brief site should be rationalised and a new arrangement incorporated into the new street pattern. Vehicular access to the loading bay is likely to be from the northern end of Midland Road. Clear access for emergency services will also have to be ensured.

5.24 The Council would expect all new streets to be designed to public highway standards. The Council will adopt all streets and public realm. Vehicular access through the site would be subject to traffic management measures to ensure that rat runs did not result from the development.

5.25 In accordance with strategic and local policies, car parking for the British Library and other cultural/tourism/commercial uses should be kept to the minimum required for operational use. Similarly visitor car parking should not be provided given the high transport accessibility of the location.

5.26 Residential development should preferably be car free given the high transport accessibility of the location. Where residential parking is proposed, a case would have to be successfully made for its inclusion.

5.27 It is the Council’s policy that access for the disabled conforms to current legislation and good practice. The standards and advice are contained in the Council’s Unitary Development Plan and Supplementary Planning Guidance (SPG part 3.1).

**Sustainable development**

5.28 The development should reflect the *principles of sustainable development* as outlined in the Council’s Unitary Development Plan and Supplementary Planning Guidance (SPG part 1.3, pages 11 – 17).
5.29 It should achieve the four aims of sustainability as set out in the Government’s ‘A better quality of life (1999)’: meets the needs of everyone; effective protection of the environment; prudent use of natural resources; maintenance of high and stable levels of economic growth and employment.

5.30 Characteristics of sustainable buildings are outlined in Appendix 2.

**Part 6 Urban design guidance**

6.1 Urban Design guidance for the site is presented indicatively in Diagrams 4 and 5 below. The primary objectives are to link the site to the existing and emerging urban pattern in the local area, to establish permeability across the site, and achieve a high standard of design. The mix and layout of land use indicated on the map is not intended to be prescriptive but to provide an illustration of a scheme that would comply with the brief, subject to detailed design.

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Diagram 4 - Urban Design
Diagram 5 – Urban Design Principles

Permeability – well integrated routes through
6.2 There are no buildings or structures on the site that, when assessed in heritage terms, need to be protected or retained. The remains of the Somers Town Depot perimeter wall have lost their context and would conflict with accessible and attractive development that ensures personal safety.

**Building lines**

6.3 Building lines should aim to maximise site coverage having taken their cue from the existing pattern of development and street widths in the immediate vicinity.

6.4 The building line of new buildings fronting Midland Road should reflect the existing line of the British Library, until it reaches the point where it may have to be set back for the Thameslink station box and major services underground.

6.5 Although considered not desirable it appears on current evidence that a wedge of land will have to be retained as open land. It is essential that this land is landscaped to a standard of excellence, and that the open space and street frontage behind it are designed as a single entity. Opportunity should be taken
to introduce a new tree line, and to provide for the increase in pedestrian traffic from the CTRL and other rail stations.

6.6 The building line to Brill Place and Ossulton Street should be set back by 3m to reflect the set backs of other residential buildings in the immediate vicinity.

6.7 The form of development, the windows, levels, building heights, location of access points and building line to the rear of the British Library will require careful consideration in order to ensure building relationships between the existing Library and proposed development work in terms of daylight / sunlight.

Building heights

6.8 As indicated on Diagram 5 it is considered that 5 floors would be an appropriate height for development on the site. Any development proposal that exceeded this indicative height would have to successfully demonstrate that the proposal not only acknowledged the sites context but contributed positively to the setting of the adjoining listed buildings and conservation area.

Thoroughness of design

6.9 Careful attention to the architectural detailing of the buildings, together with equal consideration to the landscape that integrates them, will determine much of the success of the development.

6.10 Building and landscape materials used should be of a high standard in terms of visual appearance and quality, in order to enhance the setting of the site in context of adjoining conservation area and listed buildings.

6.11 Architecture should be contemporary in style. Detailing should incorporate visual cues such as building form and rhythm, where beneficial, from the surrounding buildings.

6.12 Colours of material should be selected to complement, rather than replicate, the surrounding buildings.

6.13 Policy seeks a development that, through the pursuit of quality and innovative sustainable design, preserves or enhances the setting of the adjoining listed buildings and conservation area.

Designing out crime

6.14 The development should be designed to meet the requirements of the Secure By Design initiative. This sets out a number of design principles to reduce opportunities for crime and fear of crime in new development. The Council’s main objectives are:

- Encourage greater surveillance
- Increase pedestrian movement
- Design for personal safety
- Control entertainment, food and drink uses
• Use surface materials that discourage graffiti.

Details of the initiative can be found in the LBC Supplementary Planning Guidance, and more information can be found on the Home Office website: www.securedbydesign.com. Camden Police Crime Prevention Design Advisors can be contacted at Kings Cross Road Police Station, 76 Kings Cross Road, London WC1X 8QH.

Part 7  Implementation

7.1 The development is likely to be carried out in phases. The Council will be keen to secure a phased solution within a comprehensive approach, ensuring that the future development potential of the remainder of the site is not undermined, and that the objectives and policies outlined in the brief are met. This may require some interim uses or treatment of parts of the site awaiting permanent development.

7.2 To achieve its objectives and in accordance with UDP policy RE2, the Council may seek to use conditions on any grant of planning permission or may use its powers under Section 106 of the Town and Country Planning Act 1990 to require the following matters to be covered by planning obligations.

• Affordable housing
• Community uses/open space/access to facilities
• Car free housing
• Education contribution for residential development
• Green travel plan
• Employment Training for local people
• Highways changes/adoptions of highways
• Phasing
• Public Realm
• Community safety
• Construction working party (members:- developer contractors/local residents representatives/Council officers).

7.3 As part of a phased implementation, the Council will deal with individual planning applications for parts of the site. Each application will be expected to demonstrate how it complies with the Council’s policies and the objectives of this brief.

7.4 One such application will be the proposals by the British Library to extend their facilities by the construction of a Conservation Centre. The Council will expect that the proposals for the Conservation Centre, and any future applications by the British Library, address how they would meet the development objectives and planning requirements outlined in this brief. The brief also acknowledges that the British Library is a ‘specialised use’ and as such it will be appropriate Onthat the application for the Conservation Centre, and future applications for additional space ‘specifically required’ as an extension to and for use by the
British Library, be treated as a ‘single use’ and as such will not trigger a policy requirement for residential provision. Any other commercial or cultural use that does not fall within this category will be required to provide residential.

7.5 The Conservation Centre is proposed to be a 2-storey building which will be considerably smaller in scale than surrounding development. It is important that the building and its setting are designed to successfully accommodate this transition of scale. To help achieve this the following is suggested:

i. The Conservation Centre should be designed using materials that complement and read as an integral part of the British library. The design should be compatible with the vision for the whole site

ii. It should not prejudice the future street pattern and pedestrian movement across the whole site, including rationalising the current servicing and loading arrangements

iii. It should not prejudice the efficient use and future development potential of the whole site

iv. It should anticipate the building height and lines as outlined in this brief.
Appendix 1

Relevant UDP policies

The following policy comments should be read within the context of the UDP as a whole. The site falls within the following specific policy areas:

- **Part of the site is identified as site 28 in the UDP land use proposal site schedule**: states that this site is suitable for mixed use with residential, leisure, B1.

- **The Central London Area**
  
  - **RE4** – identifies this area as having high public transport accessibility.
  - **SCL1** – **seeks to balance the demand** for business and commercial development, and for new cultural, retail, and tourism uses with the interest of conservation and protection of residential amenity and the objective of increasing housing provision.
  - **SCl2** – **seeks to encourage mixed-use development** and an increase in priority residential use, including affordable housing, together with supporting facilities and services.
  - **RE5** - **... in the Central London Area** ... where a proposal would increase total gross floorspace by more than 500 sqm, the Council will expect development to incorporate an appropriate mix of use, including up to 50% of the additional gross floorspace as residential use.
    - **HG11** (flowing from this) - **...affordable housing** policy ... where 15 or more dwellings are proposed, the Council will expect the development to make a contribution to the Boroughs need for affordable housing, and will apply a target of 50% provision. The 50% affordable housing shall preferably be in the form of social housing for rent or housing for essential workers or intermediate occupiers. (As a broad guide the affordable housing should preferably be apportioned as 70% social rented accommodation managed by Registered Social Landlords such as Housing Associations, and 30% intermediate housing may involve a variety of housing types and tenures but should be available at less than the market price or rent for standard self-contained accommodation suitable to the relevant households.)
    - **RE6** (flowing from this) - **education contribution**: states that in circumstances where the need arises directly from a residential / mixed use development, the Council will seek by way of a 106 planning obligation, a contribution towards education provision in accordance with the table below. This contribution only applies to the private residential element and does not apply to the affordable element.

<table>
<thead>
<tr>
<th>Size of unit</th>
<th>Contribution required per unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 bedroom property</td>
<td>£2336</td>
</tr>
<tr>
<td>3 bedroom property</td>
<td>£4996</td>
</tr>
<tr>
<td>4 bedroom property</td>
<td>£8181</td>
</tr>
</tbody>
</table>

- **LC2** - identifies this area as an area where the Council will **guide proposals for leisure and cultural use**.
o **TM1** – identifies this area as an area where the Council will encourage new tourist development which have as their **focus the local environment, history or heritage** … and attractions which reflect the multi-cultural character of the Boroughs population and of London as a whole.

o **TM2** – identifies this area as where the Council will **guide the location of tourism uses.**

o **EC4** - identifies this area as having **potential for an expansion of business development.**

- **Area of community regeneration**; the northern part of the site falls within this area, where the general intention is to **secure it as a residential neighbourhood**, seek environmental improvements and improve social and leisure facilities.

- **Rail Safeguarding for new Thameslink Station / Channel Tunnel Rail Link** - the northern part of the site falls within this area.

- **Strategic views of St Pauls Cathedral;**

  o **EN43, EN45** - the western part of the site is within the background consultation area within which the Council will seek to protect the background views of St Paul’s. Montage studies of the likely impact of the proposal should be submitted where it is thought that the proposal may adversely affect the development plane threshold height, established as the plane between the viewing point and the base of the lower drum of St Paul’s.

The site adjoins the following specific policy areas:-

- **Kings Cross / St Pancras Conservation Area.**

  o **EN31- 37**- For the development of sites adjoining CA’s, the Council will assess the proposal on the basis of whether it preserves or enhances the C.A, and will seek to ensure that it is of high quality in terms of design materials and execution.

- **Kings Cross Opportunity Area** - major development opportunity to create a new quarter for London enhancing features of historic and conservation importance, while introducing major tourism, leisure, residential and commercial development integrated with major public transport improvements and the proposed channel tunnel rail link.

- **Identified as site 86, public and private open space** - green local open space with childrens playground.

- **Area of community regeneration** - land immediately to the north west and to the west is also within this.

The following other general policies are particularly pertinent –

- **SSC1** – Seek to ensure a range of land and buildings for social and community uses that are well located, accessible and sufficient to meet existing and future local and strategic needs.

- **SRE1** – The Council will seek to ensure that all development is sustainable.
SEN3 – The Council will ensure that development respects the scale and character of the locality, the built and unbuilt context, and incorporates principles of good design.

EN14 – All proposals for development should be sensitive to, and compatible with, the scale and character of their surroundings. In determining applications for planning permission, the Council will have regard for the wider setting of the proposed development. In particular, the Council will take into consideration the following:
  o Character of the area in terms of existing land uses and general environmental quality, including its degree of openness.
  o Prevailing architectural style of the area.
  o The scale and general proportions of surrounding development, bulk, massing, height, footprint typical plot sizes and relationship with any nearby landmark building.
  o The impact of the proposal on existing views and skylines.
  o Established pattern of highways.

EN15 – seek a high standard of external landscaping in connection with the development.

EN37 – when assessing proposals outside of a conservation area which may affect its character or appearance, the Council will consider whether the development preserves or enhances the character of the CA....

RE 3 – design of buildings should facilitate access for people with disabilities.

HG14 – The Council will seek to negotiate, wherever practical and reasonable given site conditions, for elements of mobility and wheelchair housing to be included in housing schemes.

HG16 - The Council will seek to ensure that new residential development schemes include a mix of housing types and sizes. In determining the appropriate mix for all such schemes, the Council will take into consideration:
  a) the range and sizes of dwelling units best suited to individual site conditions and the locality;
  b) the need for accommodation suitable for families or large households;
  c) the need for special needs housing; and
  d) marketing considerations.

The Council will welcome schemes which provide:
(i) 50% or more of accommodation suitable for families or larger households (4 or more bed spaces; i.e. three or more bedrooms); (ii) family accommodation located at ground floor level with direct access to private garden space (or within 400m of public open space); (iii) a proportion of units with more than four bedspaces suitable for large families; and (iv) a mix of smaller unit sizes, the majority of which should comprise at least two habitable rooms (i.e. separate living room and bedroom).

STR1 – In controlling the location of new development, the Council will seek to reduce the need to travel, with the aim of encouraging the
use of public transport, walking and cycling, as alternatives to the private car.

- **TR10** – seeks to reduce the volume of traffic on the roads through the use of parking controls and traffic management.
- **TR12** – seeks to deter non-essential vehicle trips by controlling the supply of private non-residential parking space.
- **TR16** – encourages car free housing development in locations that are: easily accessible by public transport; where there is a range of amenities; and within a controlled parking zone.
- **TR19** – the Council will assess the accident risk from development proposals seeking to reduce accidents by promoting schemes that lessen physical conflict.
- **TR8** – requires all new development that attracts significant coach travel (e.g. hotels) to make adequate provision for coach parking without obstruction to the public highway.
- **TR21** – seek to improve conditions for pedestrians.
- **UDP Chap 16 - Parking standards** – set standards with regard to development standards for parking, servicing, taxi, coach and cycle parking.
Appendix 2

Characteristics of sustainable buildings

**Accessibility**
- Accessible by public transport  TR1
- Accessible to cyclists  TR2
- Improves environment for walkers  TR2
- Accessible to people with disabilities  RE3
- Contains mixed use  RE5
- Access to shops and services within walking distance
- Higher density  HG10, DS2
- Minimal parking  TR12, DS8 & Annexe

**Links to locality**
- Creates jobs  EC4
- Designs out crime  EN20
- Contributes to sense of place  EN14
- Is a good neighbour  EN18, EN19
- Creates public realm  EN4
- Respects built heritage  EN31

**Low CO₂ emissions**
- Low emissions of CO₂  SRE1
- Use of renewable energy  EN12
- Uses natural daylight
- Uses natural ventilation
- Uses passive solar gain
- Compact buildings
- Conserves energy  EN12
- Use of low emission vehicles

**Non-polluting**
- Deals with contaminated land issues  EN10
- Considers noise impact  EN5, DS6
- Limits light pollution
- Does not worsen air quality  EN8

**Prudent use of resources**
- Reuses site  EC3
- Reuses building  EC3
- Considers future uses of building
- Conserves water and minimises run off  EN9
- Considers long term maintenance costs of the building
- Timber from sustainable sources
- Materials sourced locally
- Assess environmental impact of materials
- Non polluting materials to create healthy environment
- Minimise construction wastage
- Contains facilities for minimising and recycling waste  PU5
Enhancing biodiversity

- Enhances ecological value of the site (EN15, EN59)
- Protects trees (EN61)

Further information can be sourced at:
BREEAM office Tel: 01923 664462; www.bre.co.uk
Design Advice Tel: 01923 664258 www.energy-efficiency.gov.uk
Association of Environmentally Conscious Builders www.aecb.net
Building Research Establishment www.bre.co.uk
Centre for Alternative Technology www.cat.org.uk
Energy Efficiency Best Practice Programme: www.energy-efficiency.gov.uk
English Nature www.english-nature.org.uk
Friends of the Earth www.foe.co.uk

For initial discussions on proposals for the development of this site please contact –

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