

# Cally Rail Group

c/o 100 Gifford Street  
London N1 0DF

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Charles Thuaire Esq  
Senior Planner  
Development Control (East Area) team  
Culture and Environment Directorate  
LB Camden  
Town Hall Extension  
Argyle Street  
London WC1H 8ND

Dear Mr Thuaire,

## **Comments on Application 2008/0057/P**

Cally Rail Group, an Islington community group based in the neighbourhood of the application site, welcomes this application for an interim use of the King's Cross Triangle site as a construction skills centre. Given the nature of the site and with Camden's current prohibition on the site's permanent development for several years, this is a creative and appropriate use of the site.

We have three specific comments we hope Camden's Development Control Committee (and the developers) will give attention to.

1. Access. We are pleased that students and staff will be encouraged to travel to the centre by public transport and that onsite parking will be confined to space for two disabled drivers and a minibus. We also welcome the proposal for drop kerb pavements, particularly from King's Cross station north up York Way to the site.

However, for those arriving by bus from King's Cross, the more urgent need is for a crossing from the west side of York Way. Since CTRL realigned York Way three years ago there has been no crossing between Wharf Road and above the North London Line bridge. Indeed, there is not even a traffic island near the site. With vehicles travelling at increased speeds, poor sightlines and no crossing or island refuge near the site, even the fully mobile are daily put at great risk crossing the road. We would urge the Council to require the developers to install a crossing, preferably traffic lights but failing that a zebra crossing with an island. This is a very dangerous road and without such a crossing *anyone* accessing the centre from the west or south is at risk, let alone wheelchair users.

2. We note the proposals for energy reduction and use of renewables, which will amount to a carbon saving of some 12.6%. However, given the nature of the centre—training young people in modern building techniques—we feel that this is less ambitious than it should be. A target of at least 20% carbon saving, and preferably more, would contribute more overall to carbon reduction as well as providing an example in its own right of modern building techniques.

3. The only reference we could find to the noise levels on the site was in s.1.1. of the *Design and Access Statement*. This paragraph correctly identifies the not yet operational Thameslink link and the East Coast Mainline as sources of noise and pollution. It mentions CTRL, but only in the context of the centre's visibility to passengers, rather than as a source of noise!

The whole of the Triangle site suffers from noise and pollution from a number of other sources which, since they have not been mentioned, we fear may not have been fully assessed for this application. These sources include the traffic on York Way, the CTRL itself, the CTRL electrical transformer station already operational on the Belle Isle site immediately north of the Triangle, a second, separate transformer station for Thameslink also on Belle Isle which has planning consent, and the Cemex concrete batching plant immediately east of the ECML. Since the application was lodged, the Applicant has himself produced an additional supplement to his own Environmental Statement on operational noise and vibration effects, called *Volume 6: Triangle Supplement*, which gives more information on the noise impacts which will be suffered on this site.

We could not find any specific proposals to mitigate noise impacts in the documents available. We would urge the Council to impose a condition on consent for this interim use to require sufficient mitigation to ensure adequate noise standards for an educational establishment.

Aside from these issues, we welcome this application which should be of great benefit locally. We should be grateful to be notified when this application is due to be considered by Camden's Development Control Committee.

Yours sincerely,

Diana Shelley  
On behalf of Cally Rail Group