

[Note: for the meeting on 5 November, members should read the following if they can. It identifies where Argent have responded to our observations on their original application of last year – and also comments on whether their revised scheme fits with the Camden/Islington Planning Brief.]

KING'S CROSS REVISED PLANNING APPLICATION BY ARGENT

AUDIT OF REVISIONS, WITH REFERENCE TO KXRLG RESPONSE TO ORIGINAL APPLICATION AND THE JOINT PLANNING BRIEF OF CAMDEN AND ISLINGTON COUNCILS

Key

KXRLG response

Developer revision

Councils Planning Brief

Fundamental Concerns

1. A fundamental objection to the applications is that they constitute almost a blank cheque: permission would give the applicants and their successors an unprecedented freedom to vary the quantity and composition of what they build over a number of decades. The planning authorities, if they approved applications of this type, would be failing in their responsibility to regulate the development – in response to the development's own performance, the actual growth of transport capacity, changing environmental imperatives, market demands and social needs.
2. Instead, permission should only be given for a development at the lowest end of the range of possibilities. Additional volume could always be sought in later applications and the planning authorities could thus exercise their responsibilities properly
3. Wherever possible, revisions should be made which reduce the ambiguity and uncertainty surrounding the scale, content and timing of the proposals. Fixed limits would provide a far clearer picture allowing for genuine public comprehension and consultation.
4. Critical elements of the application such as the Environmental, Transport, Urban Design and Public Realm Supporting Documents should be brought from “below the line” into the Planning Application itself.

There is much more detail in the revised application, for example community facilities and housing. Equally, there remain key areas where the content is aspirational, for example local jobs and transport. The statutory bodies have made clear the detailed nature of their discussions

with the developer, more of which needs to be in the public domain through strategy documents and targets/requirements.

Land Uses, Building Heights and Densities

5. KXRLG believes there must be a significant reduction in total floorspace.

A reduction in total floorspace on main site, down 5,185 square metres to 713,090 square metres. An increase on the Triangle site, up 2,600 sq m to 26,000 sq m.

6. A better balance is needed between office development and residential, community, cultural, leisure and recreational development.

A reduction in business and employment floorspace, down 30,770 sq m to 455,510 sq m but also reductions in residential, community and leisure floorspace. Therefore the broad balance hasn't changed. It should be noted that these figures are "theoretical" to give flexibility to the developer and exceed the total floorspace applied for.

7. A better range of small medium and large sized business/office accommodation is needed, with some reserved for local community and voluntary sector occupation.

See under jobs and training (rec. 45)

8. Residential accommodation should be provided south as well as north of the canal.

There is a reduction in residential floorspace south of canal. Only 1.3% of total housing, only located in Zone F (York Way).

9. Residential accommodation in the north of the Opportunity Area should be laid out to create an environment suitable for a wide range of population, including older people and families with children.

There is additional green landscaping/ open space with local play areas and facilities to support disabled children's play.

10. Inflexible large footplate developments should be avoided as far as possible. Building forms should allow for flexibility and adaptation to changing circumstances.

No new information

11. Building heights should be halved/limited to 7 storeys (approx. 21m).

There has been some reduction in building heights, but still well in excess of either 7 storeys or 21 metres. For example, zone S = 48- 59 metres, zone N = 29.5 – 31.5 metres, zone L = 24 metres, Block B in the Triangle = 11 – 17 storeys. Where there are wind turbines proposed, this gives an additional height of up to 15 metres.

12. Buildings along the Canal and Camley Street should not reach the proposed maximum 12 storeys height. They should respect the recent decision by Camden to reject the proposed development at Star Wharf and Pratt Wharf because they were higher than 4 floors. These buildings should be stepped back from the canal floor by floor to avoid overshadowing and domination of an extremely sensitive environment.

Zone B to the south of the canal is 42 – 50 metres.

13. Buildings should generally be stepped back to reduce canyon effects and provide more space for green roofs.

Scale of buildings continues to provide canyon effect, particularly by the canal and York Way.

14. The basement floor space should be included in the overall figures for the development (maximum 718,275m²) and not be in addition.

Basement floorspace is still additional to the total floorspace figure. Basement space totals 83,500 sq m. Then, in addition to this, there is the below ground infrastructure for London Underground.

15. The proposals for the Islington Triangle represent considerable overdevelopment of the site. The 200 units specified in the Joint Planning Brief should be the absolute maximum number allowed on this small and severely constrained site.

246 flats are proposed, plus a 3 storey health and fitness club, basement level car/bicycle parking and ground floor retail.

Public Realm and Layout

16. More of the proposed Public Realm should be designed to provide facilities that encourage families with children, older people and others from both the new housing and surrounding communities to use and enjoy it.

See above (Rec. 9)

17. Unless development of the Islington Triangle is brought forward into the first phase or early second phase of development, the Plimsoll Viaduct should not be demolished. It should be retained in existing or temporary uses.

The Triangle will follow progress on the main site. Plimsoll Viaduct still to be demolished.

18. Alternative design options for Stanley and Culross Buildings, Gas Holders, the Canal/Granary Basin and the Long Park should be considered with the developers and the Planning Authorities, and where appropriate, consequential changes to the Public Realm incorporated into a revised scheme.

Alternative design options have been presented

19. A Park of 1 ha of green space should be included in the new proposals.

Cubitt Park is 0.9 hectares (Long Park was only 0.4 ha). There is further green space at Handyside Park and Flux Park.

"Both Islington and Camden will seek the provision of a range of public open spaces and publicly accessible open spaces (including green spaces)"

"A local park that is primarily a green space and is designed and landscaped to allow for passive and active recreation."

20. There should be no determination of these proposals until they have been assessed in the context of the Joint Supplementary Guidance for York Way

It appears this is no longer relevant.

21. There should be a marked reduction/rationalisation of vehicular routes throughout the new development, and increased priority for pedestrians and cyclists.

Pedestrian zones (home zones) have been introduced on Wharf Road, Holder Street and Canal Street. There is also reduced car access on secondary routes.

Conservation / Heritage

22. KXRLG wants to see the retention of Culross Buildings and Stanley Buildings North, plus the retention of as much small works (gates, cast iron structures, walls etc) as possible.

Still to be demolished.

“The development framework should draw upon the historic features of the site.”

23. Pancras Road should not be realigned to isolate the German Gym and Stanley Buildings from St Pancras Station.

Pancras Road is still realigned. The developer argues this is necessary to provide 2 way bus movement, taxi drop off and pedestrian crossing. See also Rec. 57

24. A Heritage Centre and Heritage Trail should be created.

An industrial heritage museum could be provided.

25. Future public access should be ensured to the Goods Yard Complex of buildings, including the Granary, Assembly Shed, Handyside Canopies etc (Zones L and K).

No new information.

26. Appropriate temporary uses should be found for all the heritage buildings during the first and second phases of development, including the Great Northern Hotel and Plimsoll Viaduct.

No new information. A detailed scheme for each retained heritage building will be prepared after outline planning permission.

27. Alternative design options for retention/reuse of Stanley Buildings and Culross Buildings, and the Gas Holders, should be considered jointly with the developers and the Planning Authorities, and where appropriate, consequential changes incorporated into a revised scheme. Neither the Outline Applications nor the Listed Building Consent and Conservation Area Consent applications should be determined until these options have been thoroughly explored.

Alternative design options for retained buildings are now on the table.

Housing

28. KXRLG response KXRLG supports provision of maximum 2550 new dwelling units, but we wish to see a far greater emphasis towards provision

of more family accommodation of 2, 3, 4 bed units and fewer studio/1 bed apartments.

Developer revision

The proposal for the main site is 1700 new flats and up to 650 student housing units. For the Triangle up to 246 flats. Making a total of up to 2596 new units. There is more emphasis than previously on 2, 3, 4 bed units with the range now : 37- 42% studio/ 1 bed; 30-35% 2 bed; 18-22% 3 bed; 5-11% 4 bed. For the social rented housing, a significant proportion would be 3 and 4 bed, though no figure is given.

For the Triangle, more detail is provided. The total breakdown is 123 - 1 bed, 113 - 2 bed, 10 - 3 bed. Within this figure, for the affordable housing the totals are: up to 39 – 1 bed, up to 38 – 2 bed, up to 7 – 3 bed.

Councils Planning Brief

The provision of at least 1800 homes.

In the borough generally, Camden seeks the following mix for social rented housing: 20% 1 bed; 30% 2 bed; 30-35% 3 bed; 15-20% 4 bed or larger.

29. This new housing should be on top of the existing social housing units in Stanley and Culross Buildings and the canal boat dwellings.

A total of 74 social housing units will be lost. Therefore, the real total is up to 2522 new housing units.

30. A specific commitment to affordable housing (numbers, tenure, mix, location and phasing) and in particular social rented housing needs to be obtained from the developer, consulted upon, and agreed by the two Councils, before any applications are determined.

At least 40% of the proposed 1700 will be affordable. On the Triangle site, only 34% will be affordable. There is no breakdown between social housing and intermediate housing, which will be determined by local market testing.

Of the first 1000 additional homes, 50% should be affordable, apportioned as 35% social housing for rent and 15% intermediate. Above 1000, the Council has a target of 50% affordable housing with a significant element of social rented housing.

31. Affordable housing, including social rented housing, should be wholly integrated with housing for sale.

Housing on the Triangle site will be segregated:- Block A market housing, Block B affordable housing.

32. More information is required from the applicants on how they intend to provide, manage and allocate the affordable housing elements of the regeneration package.

No further information.

33. We support the position on housing tenure adopted by both Councils in their joint Planning and Development Brief.

Housing of different types and tenures should be well integrated with other uses. Proposals for affordable housing should avoid excessive concentrations and should not create accommodation that is immediately identifiable as affordable housing. An imaginative and responsive management scheme that integrates all housing tenures into the wider area.

34. All residential units should meet the standard for Lifetime homes and an agreed proportion of properties should be suitable for (a) older people with limited mobility (b) lone adult wheelchair users and small households which include a child or adult wheelchair user, and (c) suitable for larger households which include a child or wheelchair user.

Aim to meet Lifetime Homes as far as is possible. Aim to provide 10% wheelchair accessible housing for social rented homes. There is no breakdown of wheelchair access by housing size.

35. Housing of all types, including affordable and social rented, should be provided north and south of the canal, from the first phase.

Only 1.3% of total housing will be provided in the South. This is solely in zone F (York Way) where there will be a mixed use development (houses above businesses).

36. The 12 residential moorings at Goods Way should be retained and extended with improved canalside facilities for the boat owners. The extra moorings should not be sited opposite Camley Street Natural Park.

The existing moorings are retained. The Landscape Proposals Plans 106A and 106B give details of mooring areas.

Some residential moorings along the canal are desirable...The existing moorings should be retained, improved or re-provided locally and there could be scope for additional moorings.

37. Stanley Buildings and Culross Buildings should be renovated and returned to residential use.

Northern Stanley and Culross Buildings will be demolished. Southern Stanley will be renovated but for non-residential uses.

38. All design and construction of new housing should meet the highest BREEAM standards.

All new buildings will be designed to achieve BREEAM and EcoHomes “very good” ratings as a minimum, with an aspiration for excellent. For the Triangle site, the developers assessment is a score of 67% (60% - very good, 70% excellent) and further studies to be undertaken to try and achieve 70%. (Triangle revised development specification Annex C).

39. The number of green/brown roofs should be increased, to contribute, along with trees and other green spaces, to the development of a wildlife corridor from south to north through the site.

The number of green/brown roofs (at least 15%) is unchanged. They are now clustered to complement a green corridor along the CTRL embankment (i.e. not north-south through the site).

Community Facilities / Open Space

40. The new development should include new state-of-the-art community (D1 and D2) facilities, which are affordable and accessible to all, rather than just upgrading already hard-pressed existing facilities.

The total floorspace for D1 (community, health, education culture) was up to 75,765 sq m and is now up to 71,830 sq m. The total floorspace for D2 (leisure and indoor sports) was up to 31,550 and is now up to 28,730 sq m. Many new state of the art community facilities are proposed – swimming pool, sports hall, primary health centre, primary school.

Silent on affordability and access.

“One of the key needs at the neighbourhood level is to help individuals engage in cultural activities.....There should be facilities that are accessible, affordable and responsive to community needs.”

41. This requires much further local debate once more information is known about the additional pressures likely to be placed upon existing facilities and what standards of upgrading will be achieved.

Section 106 to support upgrading of local secondary schools in the borough. Thus the effects of the development on school capacity and pressurized health services will be beneficial (says the revised EIA).

Detailed assessments were made in volume 3 of the Environmental Statement, but local debate has not taken place.

42. No decision on any of the Applications should be taken until this consultation has been held and concluded.

Community organizations to facilitate debate?

43. In principle, KXRLG would like to see the child/elder population increased within the new development, and thus new health, community, cultural and leisure facilities incorporated into the new development, affordable and accessible to all.

The development could generate a child population of between 790- 857 across the whole site. No information on elder population, though the Access and Inclusivity Strategy refers to the KX Access Forum representing the views of older people.

Jobs and Training

44. KXRLG would like to see the number of jobs provided within the scheme reduced to an overall 17,000 jobs within the development.

The number of jobs is estimated at 22,288 – 25,105 full time equivalent. This is down from the previous estimate of 24,773 – 29,696.

45. A range of small, medium and large business units should be provided, including affordable premises for start up units, social enterprises, local charitable, voluntary and community based organisations.

10 affordable business premises for start up units. No information on social enterprises. There will be community meeting facilities of at least 370 sq m probably as part of other community facilities (could be provided in zone Q as part of the sports hall building). Thus no dedicated premises for voluntary and community based organisations.

46. A 15% target of jobs for local people should be delivered through a broadly based mechanism which is legal, accountable and has enforcement powers.

Up to 8,383 jobs (fte) are likely to be taken by local residents (in the central and wider impact zones). This is between 30 – 40 %. Skills

training initiatives would increase this figure. An estate management company will recruit locally.

47. An Employment and Training Strategy should be developed and delivered by a Partnership that includes broadly based forums such as the King's Cross

Development Forum, King's Cross Community Development Trust and the Camden Central Community Umbrella.

The strategy is a construction training centre, skills and recruitment centre, floating classroom for school – business connections. No partnership role is mentioned for local organizations and no initiative appears to have been undertaken.

"a successful education, construction and training strategy will need a co-ordinated consortium... including community representatives "

"The focus will be on the local wards, with a wider zone perhaps extending to neighbouring boroughs where appropriate"

48. Such a Partnership could take the form of a local Regeneration Company and/or a Community Development or Land Trust.

No reference to these, though there is a Community Development Finance Institution for small local businesses.

Transport

49. No permission should be granted unless and until both Local Authorities are certain that the supporting transport infrastructure is in place and able to accommodate the extra demands placed upon it by the new development.

An assessment has been undertaken of the impact on public transport and highway networks. The revised proposals have a reduced trip demand. But in certain peak hours, York Way, Goods Way, Pancras Way and Caledonian Road will experience road traffic increases of 10%.

50. There should be consideration, and if appropriate, incorporation of recommendations set out above, for bus services and routeing through and around the new development

Amendments to provide 2 way bus routes and to incorporate potential routes for Cross River Tram. Enhanced bus services will be needed to make the development work, and buses will be able to fit in with the

highway routes and connect throughout the site. Actual bus provision is not part of the application.

"Delivering effective local transport connections is an integral part of the integration and regeneration objectives"

"Facilitate the introduction of additional bus services...to link the Area and the Triangle with adjacent areas"

51. There should be a substantial reduction in the 1800 parking spaces proposed on the site.

Reduced car parking provision for business and employment. No change to car parking for residential. An additional 25 car parking spaces are proposed for student housing. The impact is on the main site a reduction from 1,550 to 1,410 spaces and on the Triangle site a reduction from 185 to 158 car parking spaces.

"the limiting of car parking to provide only the minimum levels necessary and the maximization of car free housing."

"A Parking Plan should also be produced which will determine the demand and mix of parking types and how any proposed parking will be managed."

"The Councils expect to see provision of car parking at very low levels."

"The Council will seek a significant proportion of car-free housing, possibly up to about the 75% level overall."

52. If a multi-storey car park is still required, it should be relocated to a position which does not necessitate such deep vehicular penetration into the site.

The multi-storey car park remains in zone T, providing up to 800 spaces. Cars will have to drive through Cubitt park to reach the car park.

53. There should be a substantial increase in provision for safe pedestrian and cycle movement within the site and to the surrounding areas.

Urban Home Zones are proposed north of the canal, providing pedestrian priority, recreation space and connection with other public spaces. Other streets have reduced vehicular access.

"High quality walking and cycle routes...easy and safe routes through the area and the Triangle...a legible network of safe and convenient internal routes for pedestrians and cyclists, including a route from the northern part of the site to King's Cross and St Pancras Stations."

54. There should be provision of a safe pedestrian /cycle only route north-south through the site.

No north-south route. The dedicated cycle route follows Regents Canal.

55. There should be no new pedestrian/cycle bridge as currently proposed at Camley Street Natural Park.

No change. Discussion on alignment of bridge/cycle route with London Wildlife Trust and Council following planning permission.

56. There should be limited and sensitive improvements to the canal towpath, particularly around Camley Street Natural Park.

Several new access points to the canal.

57. We would like to see the retention of existing alignment of Pancras Road in the vicinity of Stanley Buildings.

See Rec. 23

"evaluate the realignment of Pancras Road with a view to returning it to its original position."

58. We would like to see the revision of proposals for Goods Way-Copenhagen Street junction.

No new information. Road layout still points at Copenhagen Street which is seen as a gateway to the site.

59. There should be consideration, and if appropriate, incorporation, of suggestions for improved connections between the site and the north west and to the east.

No new information.

Environment

60. Both the Environmental Strategy and the Environmental Impact Assessment, once amended in the light of the consultation process, should become part of the application itself.

There is an additional volume to the Environmental Statement (volume 5) which includes an environmental impact assessment (EIA) of the revisions. Also a completely revised Non –Technical Summary of the Environmental Statement. These are not formally part of the planning

application, but supporting documents and “key components of the planning application package”.

61. The companies involved in the development at King’s Cross Opportunity Area should be registered under EMAS2 and / or certified under ISO 14001. Thus the local communities could be much more confident that ‘significant’ impacts were being effectively addressed.

There are no plans within the revised specification to adopt an environmental management system. However, this is required by the code of construction practice. The Council recognises the importance of ISO 14001 and has held discussions with the developer.

62. A firm commitment should be put in place from the developer to use ‘green’ technologies as they become available, even if their prices are above those of previous technologies, using BATNEEC (Best Available Technique Not Entailing Excessive Costs) or EVABAT (Economically Viable Application of Best Available Technology).

The code of construction practice signs up to BATNEEC and the Best Practical Environmental Option (BPEO).

63. The historic environment of the canal includes its walls and these should not be altered for any reason. The biodiversity at the southern/eastern end of Camley Street Natural Park should also be conserved and enhanced by extending the park.

The canal walls will be lost (see Illustrative scheme plan). They are seen as a barrier to permeability and access (see Access and Inclusivity Strategy). Camley Street Natural Park will be reduced to make way for new pedestrian and cycle route and a new visitor centre.

The revised EIA refers to a “loss of wasteland habitats” and to effects on Camley Street Natural Park from new pedestrian and cycle link plus increased population pressure (adverse – moderate) and effect on black redstart and red and amber list birds (adverse – minor).

“Adopted UDP Policy seeks to protect and enhance Camley Street Natural Park....The retention and protection of the Park as a wildlife and educational resource is considered to be desirable to the character of the area.”

“Camden expects new development to be sensitive and avoid any adverse visual, shading, microclimate, noise or lighting effects on the Park”

64. The future decision-making process should include Local Agenda 21 core groups and other groups concerned with sustainability and environmental matters.

No new information. Has LA 21 Core Group made a proposal on decision making?

65. Provision must be made for a similar amount of biomass as currently exists on the derelict site to establish itself in the new development, through a green corridor of parks, squares, trees, hedgerows and green roofs .

There are increased areas of green landscape/open space and priority zones for native species, planting and green-brown roofs.

66. Development of the Main Site and the Triangle should be subject to long term planting and tree management plans, including maximum possible local community involvement, and underwritten by appropriate planning conditions or agreements.

The Triangle includes a larger habitat area, but fenced off and with no public access. There will be tree planting within an area of public realm facing Block A, and within the amenity space (a private space for keyholders).

Whilst these areas will be managed and maintained by the development estate, the Access and Inclusivity Strategy refers to models of public management and to the development of an estate management charter.

67. There should be a minimum of 47 trees per hectare at King's Cross Central - i.e. total 1278 trees- with an aspiration for a higher figure to set a standard for increasing the numbers of trees in new urban developments.

The Illustrative Plan is rich with trees. Handyside Park, Cubitt Park and Cubitt Square will have tree planting. 400 new trees in total (according to the Council) and a net increase in urban tree planting.

Approval sought for landscape scheme components and layout for each space. Details of planting to be submitted later.

68. The trees in Camley Street Natural Park, along the canal frontage and in the area of St Pancras Cruising Club should remain undisturbed.

There are priority zones for native species planting along the Regents Canal. There may be scope for additional planting and habitat enhancement subject to the approval of British Waterways.

69. All possible salvaged materials should be re-used. An inventory should be made of those materials that are available and have not been reused, and the reasons given in each case why they have not been reused.

Each landscape plan mentions where opportunities exist to use existing/historic materials. The Environmental Statement Non-Technical Summary states “Historic surfaces could be restored in situ, or re-used within the conservation areas. Materials not re-used within the scheme could be offered for use in other projects.”

Construction

70. The Code of Construction Practice is submitted as a supporting document. Before any application is determined, the applicants should produce, and commit to, a full regime equivalent to the CTRL one which involves more than just a Code of Construction Practice. This should be part of the planning application rather than a supporting document.

Remains a supporting document.

71. A formal process for Liaison / Consultation with local communities should be agreed before planning permission is granted and put in place before construction is begun.

Commitment to the existing Construction Impacts Group through which monitoring reports and public meetings would be organized.

72. The Applicants should make a commitment to assisting the responsible authorities in their implementation controls to emissions to air, discharges of water and disposal of waste, by allowing access and installation of monitoring equipment.

The developer will support monitoring stations around the development, in agreement with the Construction Impacts Group.

73. Noise and air quality monitoring information should be available to the general public through the local councils.

The developer would provide monitoring information to the Construction Impacts Group and this would be available to the public on request.

74. Worst case scenarios for extra vehicle movements generated by removal of spoil should be provided over shorter time periods such as one quarter, one month and even one week.

There is no reference to this.

75. Mitigation measures with respect to vehicle movements must be extensively explored and all possible measures taken to reduce this major impact including reusing materials on site and using the canal and rail network for transportation

Traffic management procedures for waste disposal are weak.

76. Strong efforts should be made to train more local people in the construction trades for employment at King's Cross Central, as this would reduce pressure on the public transport network.

Various construction training initiatives are supported.

Phasing and Implementation

77. KXRLG would like to see the inclusion in any consent of Housing Triggers that require housing (both affordable and other) to be provided as part of mixed development within each phase of the development, north and south of the canal, before work can start.

78. Bring forward the Applicants' commitments on Station Square and a major pedestrian connection between the Southern Hub and the Granary Complex.

79. The isolation of the first phase housing in Zone R should be avoided.

80. Completion of the Islington Triangle in the Development Programme should be brought forward.

81. Permanent or temporary uses should be found for buildings and open spaces which are otherwise likely to remain empty / derelict for 5 years or more.

82. The applicants should list the conditions under which they would promote temporary land uses across the project area. These conditions should be discussed and negotiated with the planning authorities and community including the King's Cross Development Forum.

83. More legible and understandable phasing illustrative plans should be produced.

The developer is not prepared to commit to a particular programme of works or sequence. However, the revised specification does commit to including housing (both market and affordable) in each major phase of development, with prior agreement on housing thresholds. The

implementation of the Triangle development is made dependent on progress on the main site and joint access with CTRL.

The issue of temporary uses needs to be raised through the Development Forum.

“Temporary use of vacant buildings on site or nearby for employment and training premises, brokerage services or other business support.”

Community Involvement in Regeneration

84. Detailed information should be produced by the Applicants setting out - in far clearer terms than they have done to date - options for future consultation with, and involvement of, the local communities in the regeneration of King’s Cross Central over the next 10-20 years.

Developer supports engagement with KX Access Forum.

“for the development to be sustainable locally, it must address real local needs and achieve genuine integration with its locality and the communities who live there.”

85. These proposals should refer to a variety of partnership models including a Community Development Trust and a Community Land Trust and be the subject of widespread public consultation.

No new information in the revisions. Developer said at community meeting that “considering borough wide initiative for a trust”. Public Realm Strategy refers to a management or neighbourhood trust. Have any models been put forward by the community?

86. It must be a condition of any planning permissions that a compact be negotiated early between the developer, the community umbrella bodies in the area (at minimum King’s Cross Community Development Trust, Camden Central Community Umbrella, an Islington umbrella group and King’s Cross Railway Lands Group) and both local authorities on tripartite working over the lifetime of this development.

No new information. Has a draft compact been proposed?

87. The local community’s interest in:

- securing employment and associated training for local people
- making the case for a community land trust
- ensuring that appropriate social and public facilities are developed
- ensuring that disruption caused by construction works is minimized

must be explicitly acknowledged and protected in any planning permissions granted.

No new information.