

principles for a human city

**A document prepared by Argent St George, the selected
developer for King's Cross Central, and the landowners,
London and Continental Railways and Exel**

July 2001
Edition 3

Edition History

- Edition 1** Prepared by Argent St George for discussion with the landowners, LCR and Exel. Comments incorporated into Edition 2.
- Edition 2** Discussed informally with LB Camden, English Heritage, the Commission for Architecture and Built Environment (CABE), the King's Cross Partnership and others. Comments incorporated into Edition 3.
- Edition 3** Published for public consultation and to assist ongoing discussions. Forewords by LB Camden and English Heritage incorporated.

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Regenerating King's Cross is a Camden priority. We have worked hard to achieve certainty about the new transport infrastructure, and to encourage the subsequent development of the area around and north of the two fine stations. The historic buildings and the Regent's Canal provide some great opportunities.

Local communities continue to benefit from the King's Cross Partnership's regeneration programme, but there is still a great deal for all of us to do in making sure that new development meets the challenge of being relevant to and integrating with the wider area, at every stage.

Camden Council, together with our strategic partners, has signed up to a Community Strategy *"Our Camden, Our Future"*. Its vision, reflecting wide consultation, is of reduced inequalities in Camden's population, of strong communities and excellent services.

I am very pleased that Argent St George's principles are compatible with this vision.

There will be healthy and inclusive discussion of a genuinely mixed use, sustainable development, reflecting both London-wide and local dimensions. We will feed in ideas and solutions to ensure that London's "new quarter" is accessible to local people and businesses in as many ways as possible, particularly through employment and training.

I welcome the *'Principles for a Human City'* for their definition of the qualities that Argent and St George are determined to achieve in the King's Cross Central development. Many of the challenges will be shared, and the *'Principles'* take us all a step further.

Councillor Jane Roberts
Leader of Camden Council

King's Cross is a unique area, of national importance, which is remarkable for the degree of survival of its Victorian townscape. It was specifically chosen as the venue for the launch of Power of Place in February 2001 to underline the message that the historic built environment is a key catalyst in urban regeneration. We are delighted that, after many years, the area is poised to become the focus of a major renewal project, and we look forward to working closely with Argent St George and the other stakeholders in the King's Cross Central project. We are convinced that the conservation-led regeneration of King's Cross is the route to successful and sustainable urban renewal that both recognises the area's unique qualities and builds around the values that people place on their historic environment.

Philip Davies
Director, London Region
English Heritage



Introduction

The last few months have seen major progress on the Channel Tunnel Rail Link (CTRL) project, Britain's first high-speed railway, and the associated regeneration of King's Cross.

In April 2001, London and Continental Railways (LCR), the Government and Railtrack signed an agreement confirming the financing arrangements for Section 2 of the CTRL, which will take the new high-speed line from North Kent into a new international station at London St Pancras. Contracts worth over £900 million have now been placed to deliver Section 2 and the major engineering work began this month (July 2001). LCR remain firmly on course to complete Section 2 by 2007.

Meanwhile, Section 1 of CTRL is under construction and already some two-thirds complete.

This is good news for King's Cross. It means that we can now begin to plan the redevelopment of land at King's Cross Central (formerly referred to as the King's Cross 'railway lands'), with certainty and confidence.

This document has been prepared by the selected developer for King's Cross Central, Argent St George, in association with the landowners, LCR and Exel (see Appendix A).

'Principles for a Human City' responds, and gives further definition to, the 'emerging principles' for the future regeneration of King's Cross, published jointly by LCR, the London Borough of Camden and the King's Cross Partnership in November 1997 (see Appendix B).

Our objective for King's Cross Central is to devise and then deliver, over the next 15 or so years, an exciting and successful mixed use development; one that will shape a dense, vibrant and distinctive urban quarter, bring local benefits and make a lasting contribution to London.

We would like others to comment on our approach, and our suggested principles for a 'human city'. This document has been prepared for public consultation and to inform our discussions with a range of organisations, including other landowners, the London Boroughs of Camden and Islington, English Heritage, the Commission for Architecture and the Built Environment (CABE), the Greater London Authority (GLA), the Kings Cross Partnership, King's Cross Community Development Trust, the Camden Central SRB Board and Community Umbrella, local residents, businesses and others.

Our aim is to build a consensus about the principles, a shared set of aspira-

tions for King's Cross, before we begin to prepare detailed proposals. This document is an important part of that process. It is also intended as a positive contribution towards the London Borough of Camden's review of its Unitary Development Plan (UDP), in particular Chapter 13, which sets out planning policies for the King's Cross Opportunity Area.



King's Cross presents
one of the most
exciting and significant
development
and regeneration
opportunities within
London, the UK and
Europe



human city

The challenge and opportunity

King's Cross presents one of the most exciting and significant development and regeneration opportunities within London, the UK and Europe.

London is a world city. The arrival of the Channel Tunnel Rail Link (CTRL) terminus at St Pancras and the associated infrastructure investment, for example London Underground improvements and new Thameslink services, will make King's Cross the most accessible location within this world city, a major gateway and place of arrival. These are powerful catalysts for change, for inward investment and economic development.

King's Cross therefore has an important role to play, within London as a world city. The challenge and opportunity now is to fashion a dense, vibrant urban quarter, a place with distinctive identity and which:

- » accommodates world city functions and contributes to local needs;
- » blends and balances these functions successfully; and
- » assimilates the very significant new elements of transport provision which are about to be introduced. The extension and refurbishment of St Pancras Station will transform it into London's principal rail interchange for international travellers,

with a 'footprint' more than twice the size of the existing station. More than 63 million passengers per year are expected to pass through the combined Kings Cross/St Pancras interchange by 2022.

The right response lies in high quality, imaginative proposals that are financially viable, adaptable and deliverable, in a range of market conditions. By the start of the next decade, King's Cross should offer an urban exemplar for a sustainable world city. It should be an outstanding place to live, work or just 'be'. It should make a significant, positive contribution to:

- » the **economy**. London is the 'engine room' of the regional and national economy. King's Cross has a major part to play in facilitating economic development and contributing to the capital's continued economic growth;
- » **equality**. Regeneration of King's Cross must deliver benefits to existing local communities. Development will help to improve local opportunities for jobs, training and housing and facilitate better access to healthcare, education and other services; and
- » the **environment**. Redevelopment of the King's Cross lands presents opportunities to enhance greatly the quality of the townscape and public

realm, and to adopt wider sustainability principles, for example in terms of energy efficiency, the use of water and the recycling of materials.

These are the three strands of sustainable development. Each supports and reinforces the others. Together they sum up many of our principles for a successful 'human city' at King's Cross.

Cities are about people



human city

Our ten principles

Our ten principles are as follows:

- » A robust urban framework
- » A lasting new place
- » Promote accessibility
- » A vibrant mix of uses
- » Harness the value of heritage
- » Work for King's Cross, work for London
- » Commit to long-term success
- » Engage and inspire
- » Secure delivery
- » Communicate clearly and openly

These ten principles codify and amplify our development objective for King's Cross. They reflect what we have learnt so far about the site, its history, challenges and opportunities, the surrounding neighbourhoods and the communities that live and work within them. They also reflect an understanding of urban history and urban precedents, in UK and elsewhere.

Cities are about people. The title 'Principles for a Human City' signals our intent to create a lasting new place for people, one that can continue to support successfully their changing patterns of social and economic behaviour. Consequently, we aim to incorporate what history teaches us about unchang-

ing human aspirations for the built environment - for example human scale, variety and choice, a sense of place and belonging, the chance of delight and surprise - and use these as drivers for contemporary urban design.

Our principles therefore reflect an underlying 'humanist' philosophy or approach. To us, creating the conditions to improve and enhance urban life is the key to achieving long-term value. It feels right. It is an approach which both heralds and coincides with, the urban renaissance of our towns and cities.

It is by adopting these principles that we intend to fulfil the commercial imperative to optimise the economic value of the land and the King's Cross redevelopment. This, in turn, will provide the means to optimise community benefits and our contribution to meeting local needs.



Ultimately, the urban framework of routes and spaces is as important as the buildings and land uses which it serves

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A robust urban framework

Cities exist to enable human contact and interaction, in particular business and trade.

Within cities, the most successful places are those with a physical framework - a structure and sequence of streets, squares, parks, plazas and gardens - that has enabled urban life to continue to prosper in changing circumstances. The attractiveness and quality of these connections and spaces generate economic, as well as environmental value, because they influence and define the spatial pattern of human life, the places where people most want to be.

There are many examples of this in London. Parts of the West End, Soho, Marylebone, Clerkenwell and other City fringe areas, for example, continue to benefit from a robust and coherent urban framework. These places have been able to adapt over time and remain desirable places to live and work. Many are also destinations in their own right. They have a rhythm of use that reflects the working day, evenings, holidays, the changing seasons and our weather.

Establishing the right connections and spaces within the King's Cross redevelopment - and the right linkages to the surrounding city - will therefore be essential to knit King's Cross into

London and create a successful, lasting new place.

Connections and spaces will provide the basic layout upon which other essential aspects of form and use will depend. These other aspects include:

- » the size, scale and density of the 'urban block', the generic arrangement of buildings and land uses, between the streets, squares and other defining spaces. To be successful, the development must offer buildings and opportunities that are attractive to a wide range of potential owners, tenants and occupiers;
- » the 'grain' of the resulting built environment, the composition of solid and void. The King's Cross Central proposals should respond intelligently to the existing grain of surrounding areas. They should also respond to, and accommodate, the more monumental scale of the CTRL development and related station works; and
- » permeability and legibility. We must make a place that is easy to understand and navigate, for pedestrians and other users. It must be safe, interesting and enjoyable.

The framework of connections and spaces is central to these urban design principles. It will underpin the prepara-

tion of a spatial masterplan for King's Cross Central, one that addresses the development site as a whole, the effective integration of its parts and its relationship with neighbouring areas.

Ultimately, the urban framework of routes and spaces is as important as the buildings and land uses which it serves. It is this framework which will shape the overall 'sense of place' at King's Cross and provide the conditions to optimise economic value - not just in year 1, but many decades later.



Successful spatial masterplans are long-lasting because they acknowledge and accommodate change

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A lasting new place

Successful spatial masterplans are long-lasting because they acknowledge and accommodate change, within this coherent framework.

Our masterplan will need to be adaptable at every level. Redevelopment may take 15 years. In that time, our economy will experience at least one full economic cycle. Social and technological conditions are also certain to change.

To respond effectively, the masterplan should provide options to phase development in different ways and/or adjust the balance of land uses over time, according to market demand and other factors. It should promote and accommodate diversity. It should allow individual buildings (and uses) to come and go.

This means an adaptable 'urban block', of a certain, manageable size and scale.

The design of individual buildings should also accommodate change over time, so as to maintain their economic, cultural and environmental value.

We cannot be prescriptive, therefore, about each and every building and land use within the new development, their locations, forms or architectural styles.

However, this does not lessen our commitment to the highest standards of both design and build quality.

The planning framework will need to reflect these requirements. This presents a challenge. The planning system seeks certainty about what a proposed development will comprise, and how it will look in built form.

We need to balance and reconcile these competing interests. This might be done through 'fixing' various aspects of the development and defining parameters for others, for example:

- » setting a framework of key routes and spaces;
- » specifying upper/lower floorspace limits for each use;
- » defining minimum/maximum building heights in various areas and zones, to establish density and scale;
- » identifying existing features to be retained and areas to be kept open/free from built development, as appropriate; and
- » establishing design guidelines, to govern matters such as building techniques, materials and how they are used.

Fundamentally, all of our 'principles for a human city', in particular those discussed above, reflect and reinforce a conviction that this development must be high quality, high density and mixed use.

High density does not automatically equate to 'high rise'. King's Cross lies within two strategic views of St Pauls, from Kenwood House and Parliament Hill. Currently, these strategic views impose some height restrictions. They would not, however, prevent the achievement of high density development. This could be achieved with buildings of up to 12 storeys, with a traditional urban grain, across the majority of the site.

In areas outside the strategic view corridors, there may be opportunities to develop taller buildings. We will be exploring these opportunities as part of the masterplanning process. We will consider issues of viability, and whether taller buildings might contribute in a positive way to the quality and legibility of the resulting built environment.



Places should connect
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Promote accessibility

Promoting accessibility and local permeability is fundamental to the 'human city'. It means:

- » making the most of the opportunities and advantages afforded by the CTRL and new, co-ordinated interchange facilities;
- » recognising that there are currently limited physical links and connections between the King's Cross site and surrounding areas. It will be essential to address this major challenge as part of the masterplan proposals;
- » access to an integrated transport system which provides genuine choice;
- » putting people before traffic, with an emphasis on walking, cycling and public transport;
- » a clear definition of public and private areas;
- » the right structure and sequence of spaces. Places should connect with each other, both physically and visually, and be easy to navigate. At King's Cross, one of the challenges is to make an effective link between the place of arrival, the stations, and the land to the north of the canal. East-west links will also be important;

- » a place which is safe, welcoming and inclusive; and
- » meeting the needs of all groups in society, including disabled people, the young and the old.

Good accessibility will add economic and social value and help make a real place, well integrated with surrounding neighbourhoods and communities.



The development should have a vibrant mix of uses. This will help to create a place for people which is varied, enjoyable and generate lasting economic value.

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A vibrant mix of uses

The development should have a vibrant mix of uses. This will help to create a place for people which is varied, enjoyable and attractive. It will animate key public spaces. It will also generate lasting economic value and avoid dependency on particular sectors.

The mix should reflect and capitalise upon the site's proximity to a world-class international transport interchange. At the same time, the mix should be well-balanced and contribute to local needs.

These objectives will guide the evolution of a spatial masterplan for King's Cross. This masterplan is likely to include:

- » a significant proportion of offices and other workplaces;
- » a significant proportion of housing/living accommodation;
- » a significant proportion of associated retail, leisure and community uses.

King's Cross Central is large enough to accommodate, support and benefit from this mix of uses. Different public and private uses can benefit from each other, such that "the whole" is greater

than the sum of its parts. The result will be a place where people want to live, work and play.

The development will doubtless include a range of both private and 'affordable' housing, of different types and different tenures. For example, we would like to see the needs of essential workers addressed as part of the affordable housing provision, i.e. housing for workers in essential services such as health, transport and education. We are already members of the 'Keep London Working' partnership project which, with the help of Single Regeneration Budget (SRB) funding, is currently examining ways of delivering such housing in London.

Ultimately, if King's Cross is to become an exemplar for London as a sustainable world city, we must provide a wide variety of homes. This is part of making a place and part of making optimum use of land. It is also a prerequisite for knitting the new development into central London and its dynamic, growing economy.

Financial, technology, media and health services now drive this dynamism and growth. We aim, therefore, to make

King's Cross an excellent location for UK and international companies seeking to own or lease high quality, modern offices. Other types of space and tenure will be more suited and more accessible to local firms, which should be accommodated. We are keen to facilitate and encourage entrepreneurial activity, to generate buzz and excitement.



Photo from Camden Local Studies and Archives Centre



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Harness the value of heritage

Heritage can contribute significantly to the sense of place necessary to generate economic, social and environmental value. Places matter to people. For this reason:

"The heritage environment...provides both a model and a firm base for regeneration"

(Power of Place, English Heritage, 2000)

King's Cross has a powerful heritage of great historical significance. Its original development was an incredibly vigorous manifestation of Victorian society and its economic activity. Today, this human vigour and activity is reflected in the historic buildings, structures and surfaces that remain at King's Cross and its urban form.

It is also reflected in the presence of natural heritage resources such as the Regent's Canal and Camley Street Natural Park. The canal was conceived and constructed as a transport system to generate commerce and economic value. The adjacent Park was once occupied by coal drops, serving the railways, reached by a siding across the canal.

We live in similarly vigorous times. But we also live in more sensitive times.

Both the canal and natural park will be retained and respected. We aim to capitalise upon their positive contribution to King's Cross.

Overall, the spatial masterplan will build on the sense of place afforded by the historic environment, to create a new quarter for London. It will reflect, and benefit from, a proper assessment of the historic buildings, structures, surfaces and wider conservation areas. We will need to evaluate and understand their character, value and significance, together with the potential for their integration within the development proposals.

Many historic buildings, structures and surfaces are capable of being re-used in exciting new ways that will generate new life. Others, however, because of their nature, condition or location, may not have the same potential. There may be strong, valid reasons why we should consider their removal. In these circumstances, we must balance the need to conserve the historic environment with the economic, social and environmental benefits of development and regeneration.

Furthermore, good new design can both complement and enhance the historic environment - and create a rich historic environment for the future:

"...keeping the best from the past provides a powerful justification for gracing our surroundings with the very best of the new. Good new building, high quality design, thoughtful planning, intelligent land use, are desirable objectives in their own right. With proper understanding of the historic environment, clarity of purpose and sensitivity to the quality of place, excellent new building and design will both complement and enhance the historic environment"

(Power of Place, 2000)

We look forward to working closely with the London Boroughs of Camden and Islington, English Heritage, the Commission for Architecture and the Built Environment (CABE) and other organisations, to ensure that the benefits of both old and new are fully respected and integrated into the spatial masterplan.



The greatest destinations are products of their place, shaped by their local culture whilst addressing a world-wide audience

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We have highlighted the opportunities and advantages that will come with delivery of the CTRL and the important role that King's Cross has to play within Europe's economic structure and London as a world city. This means attracting and accommodating world city functions, including offices and other workplaces, to capture national and global commerce.

At the same time, we should use these opportunities and advantages to help tackle local issues and concerns. It is important that regeneration should bring a range of benefits to local communities, including:

- » An accessible, high quality urban environment;
- » local opportunities for jobs, training and housing; and
- » improved access to healthcare, education and other services.

This is not altruism. There can be synergies between accommodating world city functions and addressing local needs. Those companies that choose to be at King's Cross should benefit from the presence of a well-educated local workforce with the right training and skills. They should also benefit from the presence of local firms providing complementary business services. A strong, thriving local economy can underpin

and reinforce economic values and help deliver wider physical and environmental improvements. Improved community safety benefits everyone, including the employees and visitors of international companies.

Ultimately, the greatest destinations are products of their place, shaped by their local culture whilst addressing a world-wide audience. People should have a sense of ownership and be proud of the way this 'global' location influences their local place.

This means that the layout and design of homes, workplaces, leisure, community and other buildings should meet human needs and aspirations in this information age. We need to research these needs and aspirations and provide buildings that fulfil them.

It also means that economic development should seek to respect local values and provide opportunities for existing communities to fulfil aspirations for positive change. This is all part of a human city.



Sustaining the right blend of uses and activities requires ongoing, high quality stewardship of the buildings and spaces, with an understanding of how each part influences the whole

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We are committed to the long-term success of King's Cross, to the delivery of a viable and vibrant mixed-use urban quarter that is attractive to residents, businesses and visitors alike. Stewardship is central to this. It cannot be separated from design. Sustaining the right blend of uses and activities requires ongoing, high quality stewardship of the buildings and spaces, with an understanding of how each part influences the whole.

For example, stewardship may mean taking a "measured risk" on some fledgling businesses and occupiers, in certain locations, in order to maintain vitality and a sense of identity. Equally, it may mean stepping in and taking action when particular land uses, activities or businesses create or experience problems.

Stewardship is also about making King's Cross safe, attractive and friendly. As part of this, we would like to see:

- » enforcement of low traffic speeds (below 20 mph);
- » well lit streets and spaces; and
- » areas and places that are lively throughout the day and/or evening, with a varied sense of rhythm.

Ultimately, effective stewardship is part and parcel of creating and maintaining economic value.

In that context, the legal agreement between Argent St George, LCR and Exel is both innovative and exciting. It establishes a joint venture between the developers and landowners and encourages all parties to look to the long-term, as owners and investors. Specifically, the agreement will enable us to establish, jointly, a collective ownership structure for the development as it progresses. This means that:

- » there is a structure to finance each phase of the development against the value of the land and any completed parts. Providing the scheme delivers sufficient economic value, there should be no necessity to sell off the first buildings and development projects, to the highest bidder, to finance subsequent phases or provide short-term returns;
- » instead, the ongoing development can be owned - and managed - as a whole, with the companies involved taking a direct and active role in the future of King's Cross;
- » it should be easier to develop mixed-use buildings and to make available imaginative 'non institutional' occupation agreements for some companies and uses;
- » we can explore the optimum provision of district services, such as heat, power, water, waste collection and recycling, telecommunications and IT;

- » we will have further incentive to play an active role in supporting local initiatives on jobs, training, housing, education and community safety, because these will add value in the long-term; and
- » we can instil an emphasis on quality, in design, construction, environmental management and long-term operation - and it will be in our interests to do so.

In short, we intend to be there from beginning to end.



We will place particular emphasis on engaging actively with children and young people. They will live with - and hopefully benefit from - the redevelopment over the next 10 to 20 years. They may live and/or work there.

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"When people feel they 'belong' to a neighbourhood which is theirs through their own efforts, then it will become a place...worth struggling to retain and develop. People will safeguard what they have helped to create"

Lord Scarman 1991

Argent St George has begun talking with and listening to a range of different organisations and a diverse set of communities. We are particularly keen to engage and inspire, and be inspired by, those people that live and work in the nine local wards.

We aim to provide people with information about the project and to allow them to participate effectively in the process. For our part, we stand to benefit from people's knowledge, ideas and support. Ultimately, we hope to build a consensus about first, the principles behind, and then, the form of our proposals for King's Cross.

We will place particular emphasis on engaging actively with children and young people. They will live with - and hopefully benefit from - the redevelopment over the next 10 to 20 years. They may live and/or work there.

The nine local wards are currently amongst the most disadvantaged in London and the UK. We want, therefore, to work with established

organisations, agencies and groups to help plan, manage and distribute some of the benefits that will accrue from a commercially viable development scheme so as to:

- » develop appropriate training, education and employment strategies;
- » integrate the new development into surrounding neighbourhoods and communities; and
- » help meet local needs.

Of course, everyone is keen to secure 'quick wins'. We understand this, but it must be clear that any strategy for delivering community benefits must be underpinned by the realisation of development value.

We could achieve our aims by helping to form or support a Development Trust or similar partnership mechanism or organisation. This trust/organisation could also provide a way of enabling long-term community participation.

We need to explore these ideas with the two London Boroughs, the King's Cross Partnership and others.

We are also conscious that the regeneration of King's Cross is of London-wide importance. We need to hear the views of other Londoners, beyond the immediate local area.



Our early development projects will be ambassadors for those that follow

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We are very keen to 'get on' with King's Cross. At the same time, we are absolutely committed to getting it right.

We would like to be in a position to submit a planning application next year. Our target planning programme to achieve this is summarised at Appendix C. Over the next few months, we will be working with the local planning authorities to review the existing Unitary Development Plan (UDP) policies and existing supplementary planning guidance for the King's Cross site. We will also be carrying out the research necessary to consider development options and undertake an Environmental Impact Assessment (EIA).

Those people that have been waiting a long time for redevelopment and want change must also be patient. King's Cross Central will be a very long-term project, stretching well into the next decade.

For this reason, phasing will be very important. Our early development projects will be ambassadors for those that follow and each phase should mark real progress towards the successful achievement of our objective - the delivery of a major mixed-use development that will shape a dense, vibrant and distinctive urban quarter, bring local benefits and make a lasting contribution to London.

Argent St George, Exel and LCR will also work closely together, and with other parties, to understand and manage the relationship between this project and CTRL. As explained in the Introduction, CTRL will come first. Work on Section 2, to bring the new line through east London into St Pancras, will start this month (July 2001). These works are due to be complete by 2007.

On this basis, initial development might begin in 2006, subject to the planning process.



We will create a clear,
step-by-step process for
this communication and
engagement

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The way that Argent St George communicates and engages with the many different organisations and individuals that care passionately about the future of King's Cross will be important.

We will create a clear, step-by-step process for this communication and engagement. This document is the first step and Argent St George welcomes comments on its content.

The mix of different forms of communication will be broad, so that Argent St George can reach the very diverse communities with an interest in its proposals.

Argent St George will be clear about its position at all times, even if the answer to a particular question is "we don't know - yet". We will be equally clear about what decisions we have already made. When we ask people for their views, their comments and responses will be relevant and make a difference.

We aim to be accessible throughout. We are employing a large team of specialist professionals to help us prepare our proposals. However, we do not intend to hide behind them! Some of you have already met or seen us. You will do so again. We aim to meet a lot more people in the coming weeks, months and years.

You can send us your comments on this document, get in touch with us and/or find out more, in the following ways:

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Key facts

There are many people who know King's Cross, and its history, far better than we do. Nevertheless, it may be useful to reiterate some 'key facts':

- » the majority of the land at Kings Cross Central (formerly referred to as the railway lands) is controlled by London and Continental Railways (LCR) and Exel;
- » In 1989 the London Regeneration Consortium (LRC) submitted proposals to develop the railway lands. The London Borough of Camden was "minded to grant" planning proposals for these proposals in 1994, however the proposals were subsequently withdrawn;
- » The LRC proposals addressed over 100 acres of land, on the assumption that the CTRL would come into King's Cross station, underground;
- » The London terminus of the CTRL will now be above ground, at a redeveloped St Pancras station. Consequently, the area of railway land which will become available for redevelopment is now much smaller, at approximately 53 acres;
- » In the short and medium term, the majority of this land will be used for CTRL construction purposes;
- » The CTRL is being constructed in two phased sections. Section 1 runs from the Channel Tunnel to

- Fawkham Junction in north Kent and is on schedule for completion in 2003. It will significantly reduce the existing journey time from Waterloo International station to the Channel Tunnel. Section 2 will extend the high-speed line into a new international terminus at London St Pancras. It also includes new stations at Stratford, east London and Kent Thameside, north Kent. Engineering work on Section 2 commences in July 2001 and will continue until 2007;
- » Early last year (2000), LCR and Exel selected Argent St George to be the developer for King's Cross Central, after an extensive selection process;
 - » The majority of the 53 acres falls within two Conservation Areas. There are a number of buildings and structures of heritage value, some of which are "listed";
 - » King's Cross is already served by 6 Underground lines - the Northern, Piccadilly, Victoria, Circle, Metropolitan and Hammersmith and City - as well as by Thameslink and other mainline rail services. Post-CTRL, it will also be served by Eurostar, high speed links to Kent and improved Thameslink services. These services, and the ability to access each of the four main airports

- in the South East (Heathrow, Gatwick, Stansted and Luton), will make King's Cross the most accessible transport interchange in London;
- » There are CTRL-related works to the London Underground system, in particular works to construct a new northern ticket hall. Works to construct a new western ticket hall are currently underway;
 - » Railtrack is formulating plans to redevelop King's Cross Station, to enhance its capacity and allow future Train Operating Companies to run more services. It also aims to relocate the ticket hall and other functions from the 'temporary' structure fronting the Euston Road.
 - » In April 1996 the King's Cross Partnership was formed. It acts as the framework for a £37.5 million, 7-year regeneration programme under the Government's Single Regeneration Budget (SRB) initiative. The SRB area (broadly) covers a two-mile radius around King's Cross Station. The Partnership brings together a range of private sector interests, local community representatives and the public sector, in particular the two local authorities for the area, the LB Camden and LB Islington.

**principles for a
human city**

Appendix A

Argent St George, LCR and Exel

Argent St George is a joint venture between two developers, Argent Group plc and St George plc.

Argent Group plc is one of the most successful commercial office and mixed-use developers of the 1990s. Argent is wholly owned by the British Telecom Pension Scheme and is perhaps best known for its Brindleyplace development in central Birmingham. Built around two new public squares, Brindleyplace is generally regarded as an outstanding example of sustainable, mixed-use urban regeneration.

Brindleyplace has recently won praise from the Commission for Architecture and the Built Environment (CABE), in its publication 'The Value of Urban Design'; it also features in the Urban White Paper 'Our towns and cities: the future, delivering an urban renaissance'.

Argent is also active in London, Reading/the Thames Valley and Manchester.

St George plc is London's leading residential and mixed use developer and part of the Berkeley Group plc. St George operates exclusively within the London area and current schemes include St George's Wharf at Vauxhall

Bridge, Riverside West in Wandsworth and Imperial Wharf in Hammersmith and Fulham.

St George has a reputation for high quality design and innovation in all aspects of the residential market, and has formed successful partnerships with local authorities, housing associations and universities to deliver a variety of affordable housing and student accommodation. St George has won numerous awards for its developments and corporate practice from the Civic Trust, the Royal Institute for British Architects (RIBA) and others.

St George is the proud recipient of two Building Awards 2001 - the inaugural Sustainability Award and Housebuilder of the Year.

London and Continental Railways (LCR) is the company responsible for the design, construction, operation and finance of the high-speed Channel Tunnel Rail Link (CTRL) from Folkestone to St Pancras. London & Continental Stations & Property (LCSP) is the property subsidiary of LCR.

LCSP is responsible for the assembly of land required for the construction of the CTRL and controls land at King's Cross

through agreements with the Secretary of State for Transport, Local Government and the Regions. LCSP manages all of LCR's property assets, including St Pancras Station, and, with its partners, is taking forward the regeneration of the surplus sites around the new CTRL stations.

Exel plc, formerly NFC plc, is a world-class provider of supply chain solutions, encompassing logistics, warehousing and distribution, Just in Time, managed transportation, call centre and home delivery services.

Exel own property to both the north and south of the Regent's Canal, including a variety of industrial buildings and a goods yard. The main goods yard buildings are used for parcels/print storage and distribution points for major companies. Other current uses of Exel's land at King's Cross include office supply stocking, media businesses, brewery uses and leisure activities.

Appendix B

1997 Emerging Principles

In November 1997 London and Continental Railways (LCR), the London Borough of Camden and the King's Cross Partnership published some 'Emerging Principles' for the future regeneration of King's Cross. These principles were intended to:

- » stimulate thought about what could be possible for the former railway lands, to the north of St Pancras and King's Cross stations, and the immediate surrounding area;
- » stretch people's imagination about what would be worthy and appropriate for this unique regeneration opportunity;
- » help evaluate opportunities to deliver 'early wins'; and
- » guide development.

The text of the 'Emerging Principles' is reproduced below.

Stations

Catalysts for change

- St Pancras
- King's Cross
- London Underground
- Thameslink 2000

Context

- Partnership approach
- Viable commercially
- Integrated site approach

Aims

- Reflect international, national and regional importance
- Optimise community benefit
- Local employment
- Best practice in environmental quality
- Good urban design
- Enhance links
- Use unique accessibility

Sustainability

- Encourage energy efficiency
- Encourage recycling of materials
- Dynamic use of heritage buildings
- New forms of transport
- Encourage use of public transport
- Maintenance and renewal
- Co-ordination of infrastructure provision
- Local Agenda 21

Accessibility

- East-West links across the site
- Strong North-South visual and physical link
- 'Heritage trail'
- Co-ordinated interchange
- Community safety principles

Design quality

- Human scale
- Safe

- Comfortable and enjoyable
- Use of what we have
- Finding productive uses
- Bringing jobs and activity
- Good new contemporary buildings
- Creating heritage for the future
- Strong sight lines

A sense of place

- Lively and urban
- Heart of a world city
- A destination
- Mix of uses including commercial, residential and leisure
- People attractor
- Year round destination for all interests
- Wide range or mix of possibilities
- Maximise benefit of the canal
- Bringing water into any scheme
- A unique asset

A place to work

- Attempt to retain industrial uses
- Optimise employment opportunities

Early wins

- Start the process
- Demonstrate capacity for change
- Keeping options open
- Bringing St Pancras Chambers back into use
- Extending and consolidating Camley Street Natural Park
- P & O Blocks
- Enhanced streetscape
- Floodlighting major buildings
- NFC Canal offices

Appendix C

Target planning programme

Period	Main Argent St George planning activities
Apr - Jun 01	Informal consultations on 'Principles for a Human City' Editions 1 and 2 Contribute to UDP and SPG reviews (plus emerging London Plan) Technical Analysis of the site, its opportunities and constraints
Jul - Sept 01	Consult on 'Principles for a Human City' Edition 3, review and update Prepare first draft Masterplan and social/economic strategy Prepare draft scoping report for Environmental Impact Assessment (EIA)
Oct - Dec 01	Publish and consult on 1st draft proposals and draft scope for the EIA Respond to emerging policy i.e. UDP and SPG reviews (plus London Plan) Review draft proposals, progress EIA and other assessments
Jan - Mar 02	Assist/inform any UDP Inquiry Firm up the masterplan, social/economic strategy, EIA and other assessments Fix key parameters that will underpin the proposals, EIA and other assessments
Apr - Jun 02	Draft proposed planning agreements Review outcome of any UDP Inquiry/Inspector's report Finalise and then submit planning application plus supporting documents
Jul - Sept 02	New UDP policies adopted? Post-application discussions and consultation

UDP

SPG

London Plan

Unitary Development Plan

Supplementary Planning Guidance

Emerging strategic planning guidance for London prepared by the Greater London Authority (GLA)



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