

King's Cross Neighbourhood Forum

Application for designation

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Justification for the Forum

We, the signatories to this document, are applying to the London Boroughs of Camden and Islington for the designation of a neighbourhood forum for the King's Cross area. We do not do this lightly: we do not consider that a neighbourhood forum is appropriate to every area of London, and we are well aware that operating a neighbourhood forum requires time, effort and money. However we believe that the King's Cross area has the following characteristics that make it more suitable than many for having a neighbourhood forum:

- **It crosses borough boundaries.** In the past difficulties have arisen because planning decisions in one borough affected the residents and businesses of another. The current spirit of co-operation between the boroughs (shown, for example, in the work on Mount Pleasant) is very welcome, and we hope that it can be continued for many years; however, there will inevitably be internal, organisational, pressures that a cross-boundary forum could help to resolve. Without such a forum residents and businesses are likely to feel that their interests have not been properly represented, owing to the vagaries of administrative boundaries.
- **It is under significant development pressure.** The work on King's Cross Station is nearing completion. The development of King's Cross Central is planned in outline and taking off in both its residential and its business aspects. This will all increase the pressure for development, both in Camley Street and on or near Euston Road and Pentonville Road. The districts to the north and south of Euston Road and Pentonville Road are also ones where the buildings are not all in conservation areas and are not so easily maintained against degradation as, say, the larger districts of Bloomsbury.
- **It offers major opportunities for regeneration.** The area to the east of York Way is the natural hinterland for King's Cross Central, and Caledonian Road could provide the leisure and shopping facilities that King's Cross Central will need. The many small businesses in that area are keen to share in the growing economy which development is likely to bring. For this to happen there will need to be co-ordinated planning and funding (of routes, crossings, signage and transport) together with more effective collaboration of resident and business groups. Though there have been efforts to brighten up individual buildings, investments in improvements will be much more effective if the energy and enthusiasm of individual building owners can be harnessed to develop a shared plan.

- **It has complicated traffic management arrangements.** Sustained and co-ordinated effort is needed to ensure that the traffic management arrangements in the area meet the requirements of all users, including local residents and businesses. The gyratory systems involve poor use of residential streets which were not designed for their current use. There is a large range of routes that make the requirements of motorists, cyclists and pedestrians difficult to reconcile. Some steps are being taken in the right direction, but there remain both technical and political challenges if the arrangements are to improve. The involvement of the districts on both sides of York Way and Gray's Inn Road provides important new opportunities to move on further.
- **It has several residents that are very actively involved in its improvement.** There has of course been a long history of local concern with planning, for Regent Quarter, Kings Place, King's Cross Central, the School of Oriental and African Studies and other sites. The King's Cross Environment web site is well known as an example of a successful local news letter; it is read by over 300 people and has over 1200 articles. The people already living within the railway lands (in St Pancras Chambers) share a passion for the railway heritage. The Forum will also benefit from the expertise and experience of those living on, or otherwise concerned with, the Regent's Canal (especially through the London Canal Museum), and of those working to preserve and develop suitable habitats for wildlife and plants, ranging from the Camley Street Natural Park to street trees in green corridors and corners.
- **It is the subject of a place shaping exercise being conducted by both boroughs.** Prior work by the London Borough of Camden, latterly joined by the London Borough of Islington, has laid very useful ground on which to build a plan for the neighbourhood area. For the Islington portion the Supplementary Planning Document (SPD) of 2005 remains relevant. The neighbourhood plan might be constructed, in some districts, just by adding detail after consultation with residents and businesses. However, the neighbourhood area includes districts that are not covered in the place shaping area but that our investigations have shown wish to be represented in discussions and decision making about the King's Cross area.

Status of the Forum

We are forming an organisation that is a ‘relevant body’ for the purposes of section 61G(2) of the Town and Country Planning Act 1990, in that it is capable of being designated as a neighbourhood forum. In particular, we have drafted a constitution that specifies a purpose and membership that conform with section 61F(5) of the Town and Country Planning Act 1990. The signatories to this application for designation are individuals living or working in the area, or are councillors for the area, and are associated with significant community activities.

The constitution puts forward an area to be covered (in Annex A) and a list of participating organisations (in Annex B). We expect to add further organisations and to develop extra details about representation under the constitution over the coming weeks, according to the preferences of local organisations and the boroughs. Currently the list covers a wide range of groups, including tenants and residents associations, housing management organisations, project groups and community centres. However, we have not yet asked all the relevant organisations to participate, because we have wanted to establish the broad support of the residents in the area before recruiting businesses to take part.

At this stage we do not wish to constrain the purpose of the neighbourhood forum in ways beyond those in the Localism Act (though later in this document we mention some possible emphases in the plan). We will be establishing a process for more intensive resident and business engagement. This will take into account the place shaping exercise by the boroughs, expected for completion in the middle of 2012, and we will seek to engage residents and businesses in the rapid development of an agreed plan for this neighbourhood in accordance with the new legal requirements.

Now that the final regulations and legal requirements have been established we can set out a clear strategy for engaging all those living and working in our area. We consider that both residents and businesses will benefit from having an integrated plan which recognises the enormous developments that are already underway. Through our discussions with major businesses we know that some still have doubts about that; the speed with which the application has been developed, and, we hope, the speed with which it can gain approval, should assuage these doubts.

As soon as our application for designation has been approved by the boroughs we can start on the process. To develop a plan that takes accounts of all the issues will require the efforts of all participants. We therefore look forward to the early approval so that we can establish the forum legally and engage all the remaining major resident and business groups in an interactive development of the plan.

Boundaries of the districts in the area covered by the Forum

The forum is intended to cover an area where the residents and employees see themselves as naturally linked to Kings Cross not only by their transport facilities but by all the environmental factors that affect their lives and well-being. It therefore includes King's Cross Central, the station complex of St Pancras and King's Cross and the adjoining districts that are under significant development pressure, offer major opportunities for regeneration or have complicated traffic management arrangements. It is depicted in Annex A of the constitution.

Following discussions with residents in these and adjoining districts we propose currently that the area covered comprise the following districts (which we label according to roads important near, but not always at, their west and east boundaries):

- **Midland Road-York Way.** North of Euston Road, the area is bounded by Midland Road (as well as the Regent's Canal and St Pancras Way beyond the High Speed One line) to the west, where it abuts an area proposed for coverage by the Somers Town Neighbourhood Forum. Between Midland Road and York Way up to the High Speed One line lie the station complex of St Pancras and King's Cross, most of King's Cross Central, and Camley Street Natural Park; the remainder of King's Cross Central is a pocket to the east of York Way near the High Speed One line that currently houses the Construction Skills Centre. Midland Road itself is in the area because it is affected greatly by the traffic management arrangements.
- **St Pancras Way-Cedar Way.** Beyond the High Speed One line the area reaches to the Overground line and is bounded by the Regent's Canal and St Pancras Way to the west. Between these and Cedar Way lies the district comprising Elm Village and industrial units, which is linked directly to King Cross by Camley Street.
- **Cedar Way-York Way.** Beyond the High Speed One line the area reaches to the Overground line, where it abuts an area proposed for coverage by the Camden Square Neighbourhood Forum. It excludes, for example, Maiden Lane and Vale Royal because the railway lines present a very severe barrier: the districts north of the railway lines are related to districts further north more naturally than to districts further south.
- **York Way-Calshot Street.** North of Pentonville Road, the area includes a district bounded by York Way to the west and Calshot Street to the east. The district has industrial premises (now typically used as offices or apartments), terraced houses and small estates (largely among the Peabody "King's Cross Ten Estates", and ranging from Pollard House for the East End Dwellings Company in 1895 to the recent blocks in Killick Street), as well as Kings Place and the London Canal Museum; currently under way is the development of Block D of Regent Quarter. This has led to a mixture of tenants, both private and social, as well as owner occupiers, from a large range of ethnicities, backgrounds and religions. Though the regeneration of the district is welcome overall, the refurbishment of the industrial premises, especially in the Regent Quarter, has led indirectly to rent increases on Caledonian Road that have driven some shops out of business.
- **York Way-Caledonian Road.** Beyond the Regent's Canal, the area reaches to the Overground line and is bounded by Caledonian Road to the east. Between York Way and Caledonian Road lies a very extensive housing district. The best known of the housing, with 737 properties, goes under the name of "Bemerton Villages", and indeed the whole district is

sometimes given that name. There are, however, many other estates there, such as the Harry Weston Co-operative, the Delhi-Outram Estate, the Shaftesbury Sheltered Housing (run by Sanctuary Housing Association), Naish Court (run by Guinness Partnership), Tiber Gardens (run by Hyde Housing Association) and York Way Court (run by Southern Housing Group). There are also some terraced streets in the north of the district and a gated housing development, Thornhill Bridge Wharf, next to Edward Square in the south of the district.

- **Calshot Street-Penton Street.** North of Pentonville Road, the area is bounded by Penton Street (as well as Caledonian Road beyond the Regent's Canal) to the east. Between Calshot Street and Penton Street are various of the Peabody "King's Cross Ten Estates", such as Priory Green, and some other estates, such as Priory Heights (run by One Housing Group), as well as Joseph Grimaldi Park, Elizabeth Garrett Anderson School and the Model Railway Club.
- **Judd Street-Gray's Inn Road.** South of Euston Road, the area is bounded by Judd Street to the west, where it abuts the area covered by the Marchmont Association. Between Judd Street and Gray's Inn Road and to the north of St George's Gardens lies the district which, in conservation terms, is dominated by its two garden squares (Argyle Square and Regent Square) and which is therefore sometimes called the "Two Squares" district. In its north a striking feature is the large number of hotels, but it also has private and social housing, hostels, many small shops and offices (including Camden Town Hall of 1937 and its Annexe of 1977).
- **Gray's Inn Road-King's Cross Road.** South of Pentonville Road, the area includes a district bounded by Gray's Inn Road to the west and King's Cross Road to the east. It straddles the cut (and partly covered) railway lines to the station complex and is crossed by residential streets that are made one way to accommodate the gyratory system.
- **King's Cross Road-Amwell Street.** South of Pentonville Road, the area is bounded by Amwell Street (as well as King's Cross Road beyond Great Percy Street) to the east, where it overlaps the area covered by the Amwell Society. Its most prominent features are the School of Oriental and African Studies, Bevin Court, the Weston Rise Estate, Percy Circus (with the Peel Centre and the terraces of Great Percy Street) and the large offices of Pentonville Road, but it also has other houses (such as the "late developers" on Cruikshank Street), student housing, hotels, hostels, small shops and small offices. The overlap with the area covered by the Amwell Society arises because the district is affected by the traffic arrangements for the gyratory systems.

Some modifications to the area may arise, but we consider that a proposal should be put forward now and then adapted to meet the specific needs of residents and businesses both inside and outside the area. In determining the area we have had discussions with representatives of organisations for adjoining areas, such as the proposed Somers Town Neighbourhood Forum, the proposed Camden Square Neighbourhood Forum, the Amwell Society and the Marchmont Association. We believe that no other groups wish to establish a Forum encompassing this area, and we have encountered no hostility from any groups to our proposals. On the contrary there is an expressed desire to collaborate in what is seen as an important new opportunity to contribute to the planning process.

Characteristics of the districts in the area covered by the Forum

The area includes major transport hubs, universities, cultural attractions, international businesses and independent businesses as well as a mixed residential population. It is diverse and complex, with a population that we estimate to be 21,000 (based on the relevant Office of National Statistics lower-level output action sites). The current population estimates for each district are in Annex A of the constitution.

To illustrate the diversity and complexity here we make for each district some remarks about matters that are significant in planning terms. In doing so we are providing not a detailed survey but a set of illustrations. The remarks for each district are as follows:

- **Midland Road-York Way.** The work on King's Cross Station is nearing its last stages. The Government noted proudly (in its Infrastructure Delivery Update alongside the Budget) the consent by Camden to the plan for King's Cross Square and the opening of the concourse. However, the pedestrian and cyclist bridge at the rear of the Station, which could improve routes from west to east significantly, remains outside the plan.

The work on King's Cross Central is under way, with the University of the Arts now open, the first social housing due to open in 2012, the student housing due to open in 2013, and other private and social housing under construction. With twenty-seven storeys, the student housing will be the tallest building in the area; yet even the social housing (run by One Housing Group) has fourteen storeys, which make its suitability for families questionable. Considerable care is needed in integrating this accommodation on what is still largely a building site: the transport facilities are currently poor, and the retail facilities are largely on Caledonian Road. Indeed, as many have noted the whole district faces east, into Islington, despite being part of Camden in administrative terms. Moving the offices for Camden Town Hall to the district will probably not change this.

North of the Regent's Canal, King's Cross Central will in due course provide offices, as well as the University of the Arts and housing. South of the Regent's Canal, it will provide offices, some of which are expected to be good modern architecture and all of which should adhere to high standards of environmental sustainability. Altogether it is probably the second largest commercial development in London after Canary Wharf. Developing and letting the offices is challenging in the current financial climate, and some compromises have been made (in relation to BNP Paribas, for example); the recent reports about Google should augur well, however, again provided that there are good pedestrian connections to the east and south.

- **St Pancras Way-Cedar Way.** This district was last redeveloped during the 1980's and 1990's on derelict railway yards. To the west of Camley Street it consists mostly of mixed residential housing, some of which has won prizes for architectural merit. To the east of Camley Street it consists of industrial units, several of which are tired or even dilapidated. The leases on these are due to fall in over the next few years.

Being immediately adjacent to Kings Cross Central this land, particularly the industrial units to the east of Camley Street, will soon come under increasing pressure from developers; a first example is the recent planning consent for a multi-storey apartment block and business incubator unit at 103 Camley Street. Future developments, particularly on and around

Camley Street, are almost certainly going to be shaped by the needs of the new Kings Cross area, so the residents and businesses in the district need a voice in the shaping of those plans.

- **Cedar Way-York Way.** The district between Cedar Way and York Way has the tangle of railway lines that embraces the cement works. This is likely to be responsible for some of the air pollution in the area. At some stage other possible applications might be sought for it; a neighbourhood plan should be alive to such possibilities.
- **York Way-Calshot Street.** There is a huge diversity to the population in the district, with some low-income receivers as well as high-earning professionals, and also (often foreign) students at the relatively new Nido. This is a converted pair of office blocks, unfortunately prominent from many view points, which includes luxury penthouses. It has recently added local facilities to the lower end of Pentonville Road in the form of a 24 hour gym and a cycle surgery. Whilst the student population may be transitory, with 1045 occupants the blocks should have significant effects on the local facilities in Kings Cross, as the students are housed for universities some distance away.

With this student housing, with the student housing and the School of Oriental and African Studies across Pentonville Road, and with the student housing and the University of the Arts in Kings Cross Central, there are major opportunities for having new meeting places and activities in the district. However, these opportunities exacerbate a challenge that the district shares with other districts in the Kings Cross area, because of their proximity to the station complex: naturally hoteliers, restaurateurs and club owners aim to maximise their capacity, so the numbers of delivery vans and lorries, taxis and other motor vehicles grow.

Near the Nido is 210 Pentonville, a large office block of some nine storeys, previously known as Webb House. Modernisation was completed in 2010 after part demolition and an extension in height. It remains largely unoccupied, and has given space to a pop-up gallery.

There remain some potential development sites, such as 62 York Way. Moreover, residents are affected by the current gyratory system (and indeed by the envisaged change to the role of Caledonia Street). For such reasons they wish to be involved in the planning process.

- **York Way-Caledonian Road.** This is the district toward which King's Cross Central faces (at least beyond the Regent's Canal), and which, through Caledonian Road, could provide retail facilities. However, in the past the district has turned its back on York Way (both geographically and metaphorically): except towards its south end, since the closure of York Road Underground Station and the decline of work on the railway lands there has been little incentive to open up to York Way; Several of the estates and blocks are designed as enclosures that exclude vehicular traffic and discourage pedestrian traffic; in this respect the Delhi Outram Estate, while human in scale, is especially confusing, with fences and walls bordering routes that can lead nowhere except to anti-social activities. Thus even now pedestrian routes from west to east through the district are obscure; this is even more so for cycling routes.

Poor integration of this district with the neighbourhood could hinder its development, as *Regenerating King's Cross: Islington Neighbourhood Framework Document* implies. However, the timing of any changes is important: residents might see the absence of through routes as a deterrent to anti-social behaviour until the University of the Arts and the private and social housing of King's Cross Central make their presence felt. As a small start to this,

under existing Section 106 agreements, there could be an integrated treatment of the streetscape for both sides of York Way and for the first section of Copenhagen Street, the provision of cycle lanes, and even improvements to bus routes and frequencies.

An example of what can be initiated is the “Bemerton Links and Spaces” consultation, which concentrated on the external spaces and routes through and around the Bemerton Villages. It was led by residents, delivered by architects and urban planners, and assisted by the Commission for Architecture and the Built Environment. Following it the borough held a further consultation, to consider options ranging from changing the appearance of blocks to demolishing and rebuilding them, before ultimately deciding to improve the public spaces.

The largest public space is Bingfield Park; the smallest ones, such as those on York Way (adjoining the few shops there) and Carnoustie Drive tend to be poorly maintained and therefore susceptible to vandalism.

Potential development sites include 176 York Way (which, with the surrounding empty roads, offers an uninviting approach to the district from King’s Cross Central), 143-155 Caledonian Road (which might be a tool hire warehouse until 2018) and 351 Caledonian Road (which, with the railway embankment behind it, will remain used for Crossrail One activities until at least 2015). The nondescript space fronting Orkney House might also be seen as a development site: it has potential for relaxation, recreation or retail.

The district has been making progress for many years. There have been excellent developments in the interactions of small business and residents on or near the Caledonian Road. The neighbourhood forum will need to be sensitive and supportive of these developments while recognising that the University of the Arts and the housing in King’s Cross central will have a major impact on this district. The people in the district are also relevant to decisions about whether and when to implement the medical and educational facilities envisaged for King’s Cross Central.

- **Calshot Street-Penton Street.** The estates that are such a feature of the district were taken over in the late 1990’s from the borough and subsequently enhanced, with significant improvements to their environs: the best of them had degraded in the years since being built, and were in any case built under severe cost constraints. The larger of them have spacious grounds with fences and walls to restrict vehicular and pedestrian access.

The district adjoins the north and south gyratory systems of the King’s Cross area. These systems are major components of the transport interchanges; however, they create barriers for residents who need to reach shops, libraries, post offices, banks, launderettes, medical and dental services, and public transport. For all such daily activities the residents gravitate towards Kings Cross Station and the south end of Caledonian Road; indeed the hill to the east as it climbs to Angel gives the feel of being in the King’s Cross area. For this district, as well as the Bemerton Villages, *Islington Sustainable Transport Strategy 2006-2016* notes the very low car ownership levels and high public transport demand and pointed to the need to improve access to public transport. Doing this here could involve having better signage on the routes from north to south and providing more crossing points on Pentonville Road.

Potential development sites include 136-150 Pentonville Road, but some of the nearby shops will also be under pressure as the popularity of the area grows.

- **Judd Street-Gray's Inn Road.** The influence of the station complex is felt throughout the district, with the transient population contributing to the local economy and atmosphere, in terms of tourism and social need. Argyle Square is the nearest green space to the stations and attracts workers in and around the stations for relaxation during lunchtimes and evenings. Residents in the district identify strongly with the King's Cross area, as do many organisations, even those to the south of the district, such as OneKX and Lumen United Reformed Church, which notes that "Situated within the heart of the King's Cross area, Lumen is the perfect venue for meetings, workshops and conferences."

Many challenges face the district, with its varied population and usage. To the north and east there is already great pressure for development along the Euston Road and Gray's Inn Road, threatening the context of listed buildings and affecting the squares and terraces nearby, through their architecture, construction and occupation. Mixed in here are hostels and day centres for vulnerable people, which raise their own issues and affect the King's Cross area significantly. The large collection of social housing blocks in the middle of the district form a focus of need and attention.

Among the potential development sites that present challenges are 277A Gray's Inn Road, 45 Sidmouth Street, 11 St Chad's Street, 1-11 Euston Road, 13-21 Euston Road and the Camden Town Hall Annexe. There are also constraints due to Crossrail Two.

The residents see the forum as an opportunity to break down the barrier of Euston Road and Pentonville Road (which act as the boundary to the place shaping plans, for example) and align with a community which has and will continue to have a major and growing influence on the district. At the same time, the district has some specific characteristics like those of Bloomsbury that need to be reflected in the plan: many of the buildings are listed and most of it is within a conservation area. The district should be able to benefit from the forum approach, working with the other districts and helping to create a cohesive and efficient body to discuss and agree the view of development, environmental and humanitarian issues with the two boroughs.

- **Gray's Inn Road-King's Cross Road.** Facing Pentonville Road the district has the distinctive "Lighthouse" building (formerly Block A of the Regent Quarter) and the Scala nightclub (formerly a cinema). It also has a station entry (which will perhaps be affected by Crossrail Two at some date) and shops; these are undistinguished single-storey buildings that are not enhanced by the advertisement hoardings on their roofs.

At the edges of the district, the east side of Gray's Inn Road has mainly institutional buildings, but the west side of King's Cross Road has more residential terraces fronted by shops. Again, pressures on land space and development opportunities present their own challenges for the local residents and businesses. Especially on King's Cross Road there are some small grocery stores and many restaurants and food outlets, some with tables on the street; the policy on using appropriate pavement space for restaurants and pubs has immediate local interest.

Behind these main roads lie Leeke Street, Britannia Street and Wicklow Street, which keep their distinctive granite setts and huddle together many industrial premises (now often converted into offices or apartments), with some gaps for car parks that are potential development sites. The district includes the Gagosian Gallery and also Derby Lodge, a listed

apartment building built by the Improved Industrial Dwellings Company in 1865. Where the district is as tightly packed as this, constant vigilance is needed to ensure that proposed developments fit their entire environs, not just the adjoining buildings.

Further south the roads are largely residential. However, they also contain some hotels, hostels, pubs, offices, parts of the Throat, Nose and Ear Hospital (which is mainly on Gray's Inn Road), and a motorcycle service centre. They endure the traffic of the gyratory system, constantly in Swinton Street and Acton Street and intermittently in Frederick Street. Investment is taking place in, for example, the conversion of a set of old offices on the corner of Gray's Inn Road and Swinton Street into a low cost hotel.

- **King's Cross Road-Amwell Street.** An example of the effects of the traffic arrangements on the district is provided by the yellow box junction on Penton Rise and King's Cross Road. The residents had a long but ultimately successful campaign to get it improved: it was a pinch-point where the traffic used to back up regularly and block the junction, leading to frustrated drivers coming down Penton Rise and sounding their horns when they were unable to move when the lights turned green. The noise and air pollution caused by this would last all day. The junction works improved this situation enormously, so the junction is now rarely blocked.

A much-needed refurbishment of Vernon Square is occurring under the section 106 agreement relating to the planning consent for the student housing of Paul Robeson House and James Lighthill House (on Penton Rise and Pentonville Road); that housing, and the nearby Dinwiddy House, together accommodate 978 students.

The Weston Rise Estate is on a traffic island not obviously suited to housing and, in design terms, dates from the "brutalist" concrete period. It suffered greatly from crime, prostitution and anti-social behaviour until the 1990's, when, as the *Survey of London* says, "following representation from a resourceful tenants association, which urged upon the council the concept of defensible space, a bigger initiative of refurbishment was undertaken". However, further improvements would be possible with better traffic arrangements.

Different districts in it will have different priorities; the planning task will entail pulling these together. We expect that the forum will strengthen more local organisations, by providing a broader picture, and will complement activities such as the King's Cross Environment web site.

Possible emphases in the plan

Though we regard it as premature to put forward detailed expectations for the plan, we envisage that it will examine the following aspects of “sustainable development”:

- **Climate change adaptation and mitigation.** Insulation and other improvements to the existing housing stock are complicated by the (entirely appropriate) requirements in conservation areas and on listed buildings, and by the expense of changes to single buildings. Planning co-ordinated action could reduce the complication.
- **Pollution control.** The area currently breaches the air quality targets required by the EU, and there is no plan yet to reduce the amount of traffic entering. Trees have especial value in addressing this: they catch pollutant particles from traffic fumes and atmospheric dust, provide oxygen and absorb carbon dioxide. With few sites for large trees in Kings Cross and only one mature tree in the view of Kings Cross Station itself, green corridors such as the trees in Collier Street (and those mature trees in Pentonville Road that were not destroyed by the Nido development) make a significant contribution to the area.
- **Amenity management.** Green corridors and corners are important for species diversity, beauty and shading, and therefore for environmental well-being. Facilities where residents, workers and visitors can relax during the day away from the traffic are in short supply. Some communal spaces, especially in estates, are underused or even unused and might be suited to growing food. A plan prepared in the neighbourhood could identify opportunities for improving facilities that would be overlooked on a broader canvas.
- **Traffic management.** The King's Cross area should be a place where people want to walk. The impediments to this are not only the vehicular traffic flows and the remaining pedestrian barriers near the stations but also the awkwardness, obscurity and occasional insecurity of the pedestrian routes through some districts. Similarly, there remain significant disincentives for cyclists, as several routes (from west to east and from north to south) are unclear or unsafe. Again, apparently minor improvements found in a plan for a neighbourhood could offer major benefits.
- **Accommodation balance.** Increasing the quantity and quality of affordable accommodation in the area is still a priority for the boroughs. The plan will take this into account and could contribute to addressing it by exploiting local knowledge of under used or unused accommodation above shops or in vacant convertible offices.
- **Job creation.** Plans need to be followed by actions. The plan is likely to suggest improvement works that require the development of construction skills. For some very minor works it could provide a schedule of activities under the community payback scheme. The improvements themselves would help to ensure that the area, with its listed buildings and other attractions, becomes a tourist focus for London, with all its economic implications.

To place these in context we provide excerpts from the London Plan below.

Relevant excerpts, with notes, from the London Plan of July 2011

Policy 2.10 Central Activities Zone (CAZ)

Strategic

A The Mayor will, and boroughs and other relevant strategic partners should:...

[Map 2.3 shows the King's Cross opportunity area (within the CAZ, which is much of central London) extending from the station complex to the Overground line and from the Midland main line to the East Coast main line, and marks "CAZ frontages" immediately to the south of the opportunity area, on Euston Road and Pentonville Road; it does not identify "appropriate quarters", but Policy 2.12 below is pertinent.]

- (b) in appropriate quarters shown on Map 2.3, bring forward development capacity and supporting infrastructure and services to sustain and enhance the CAZ's varied strategic functions without compromising the attractions of residential neighbourhoods where more local uses predominate...*
- (h) bring forward and implement development frameworks for CAZ opportunity and intensification areas (see Policy 2.13) to benefit local communities as well as providing additional high quality, strategic development capacity.*

Policy 2.12 Central Activities Zone – predominantly local activities

Strategic

A The Mayor will, and boroughs and other relevant agencies should:

[This concern with residential communities within central London is a relatively recent addition.]

- (a) work together to identify, protect and enhance predominantly residential neighbourhoods within CAZ, and elsewhere develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions in the zone.*
- (b) work with social infrastructure providers to meet the needs of both local residents and that generated by the large numbers of visitors and workers in CAZ.*

Policy 2.13 Opportunity Areas and Intensification Areas

Strategic

A Within the opportunity and intensification areas shown in Map 2.4, the Mayor will:...

[Map 2.4 just shows spots; opportunity areas are shown better on Map 2.3. Policy 2.13 is mostly concerned with what happens inside opportunity areas, except as below.]

- (c) ensure that his agencies (including Transport for London) work collaboratively and with others to identify those opportunity and intensification areas that require public investment and intervention to achieve their growth potential...*
- (e) support wider regeneration (including in particular improvements to environmental quality) and integrate development proposals to the surrounding areas especially areas for regeneration.*

Signatories

The addresses of the signatories are available for ratifying that they live or work in the area.

George Allan	Councillor, Clerkenwell Ward, Islington
John Ashwell	Resident of the King's Cross area for 18 years; organiser of the tree-planting from York Way to Rodney Street; Trustee, Kings Cross Community Projects; organiser of the front refurbishment of Wharfedale Road
Jo Baktis	Chair, Friends of St George's Gardens; Secretary, Regent Square Residents Association
Zannthie Bennett	Resident of the King's Cross area for 11 years; active member of several community organisations; environmental adviser
Valerie Buchheit	Postgraduate student in social anthropology, School of Oriental and African Studies; architect; former participant in Architecture for Humanity in New York City
Una Clancy	Long-term resident born in Culross Buildings
Greg Cowan	Chair, Living Streets King's Cross; architect; postgraduate researcher in urban design, University of Westminster
Paula Denton	Manager, Lumen Cafe
Stanley Fink	Philanthropist
Leo Giordani	Resident of the King's Cross area for 48 years; proprietor, King's Cross Continental Stores
Stephen Griffith	Senior Youth Worker, Copenhagen Youth Project
John Hartley	Vice Chair, Friends of Argyle Square
Sarah Hayward	Councillor, King's Cross Ward, Camden
Philip James	Committee Member, King's Cross Conservation Area Advisory Committee; Director, Gattis Owners Company; Chair, World Health Organisation European Region Advisory Council; Professor of nutrition, London School of Hygiene and Tropical Medicine; President, International Association for the Study of Obesity
Hugh Jenkins	Chair, Weston Rise Community Centre Association; Vice Chair, Weston Rise Estate Management Association; Secretary, National Consumer Federation
Laura Kirkwood	Manager, The Space Centre
Gareth Maer	Resident of the King's Cross area for 15 years; active member of several community organisations
John Mason	Committee Member, Hillview Residents Association
Peter McGinty	Secretary, Elm Village Community Garden Society; Committee Member, Elm Village Tenants and Residents Association
Bob McIntyre	Chair, Jessel House Residents Association
Tobias Newland	Author, King's Cross Walks web log; contributor, King's Cross Environment web log; Trustee, Kings Cross Community Projects; organiser, Hillview Summer Festival; active member of several community organisations
Chris Nickerson	Resident of the King's Cross area for 27 years; active member of several community organisations; liaison with council and the police on the local impact of Regent Quarter; petitioner against the first scheme for High Speed One; deviser of a planning application for King's Cross Central based on a new terminal and a major new park; architect; planning consultant
David Oxnam	Resident of the King's Cross area for 25 years; Treasurer, Friends of Edward Square; founding member, Friends of Regent's Canal
Catherine Packard	Building Manager, Lumen United Reformed Church
Martin Sach	Chair, London Canal Museum
Coralie Sleep	Manager, Drink, Shop & Do

Alex Smith	Founder and Managing Director, Alara Wholefoods; maintainer of King's Cross Orchard; maintainer of the King's Cross Learning And Network Demonstration (LAND) Permaculture Forest Garden; provider of a compost transfer area used by fifty local gardens; provider of space for two community gardening groups; organiser of many community events
Sophie Talbot	Founder, King's Cross Community Projects; contributor, King's Cross Environment web log
Lisa Tang	Founder, Cally Arts; Organiser, Thornhill Bridge Community Gardens; former Chair, Friends of Regent's Canal; active member of several community organisations; urban designer
Peter Tompkins	Resident of the King's Cross area for 28 years; Secretary, St Pancras Chambers Residents Association
Paula Tsung	Head of Workplace and Sustainability, Guardian News and Media
Sarah Ward	Organiser, Battlebridge Communal Garden
Dhao Wotansen	Founding member, Acton and Swinton Streets Residents Association
Daniel Zylbersztajn	Founding member, Acton and Swinton Streets Residents Association; contributor, King's Cross Environment web log; journalist; media specialist

Contact details

The preferred contact point is kingscrossneighbourhoodforum@gmail.com.

To comply with the Neighbourhood Planning (General) Regulations 2012 this application includes in the contact details a telephone number (020 76091092) and a name (Robert Milne). The officers of the forum will be appointed in due course.