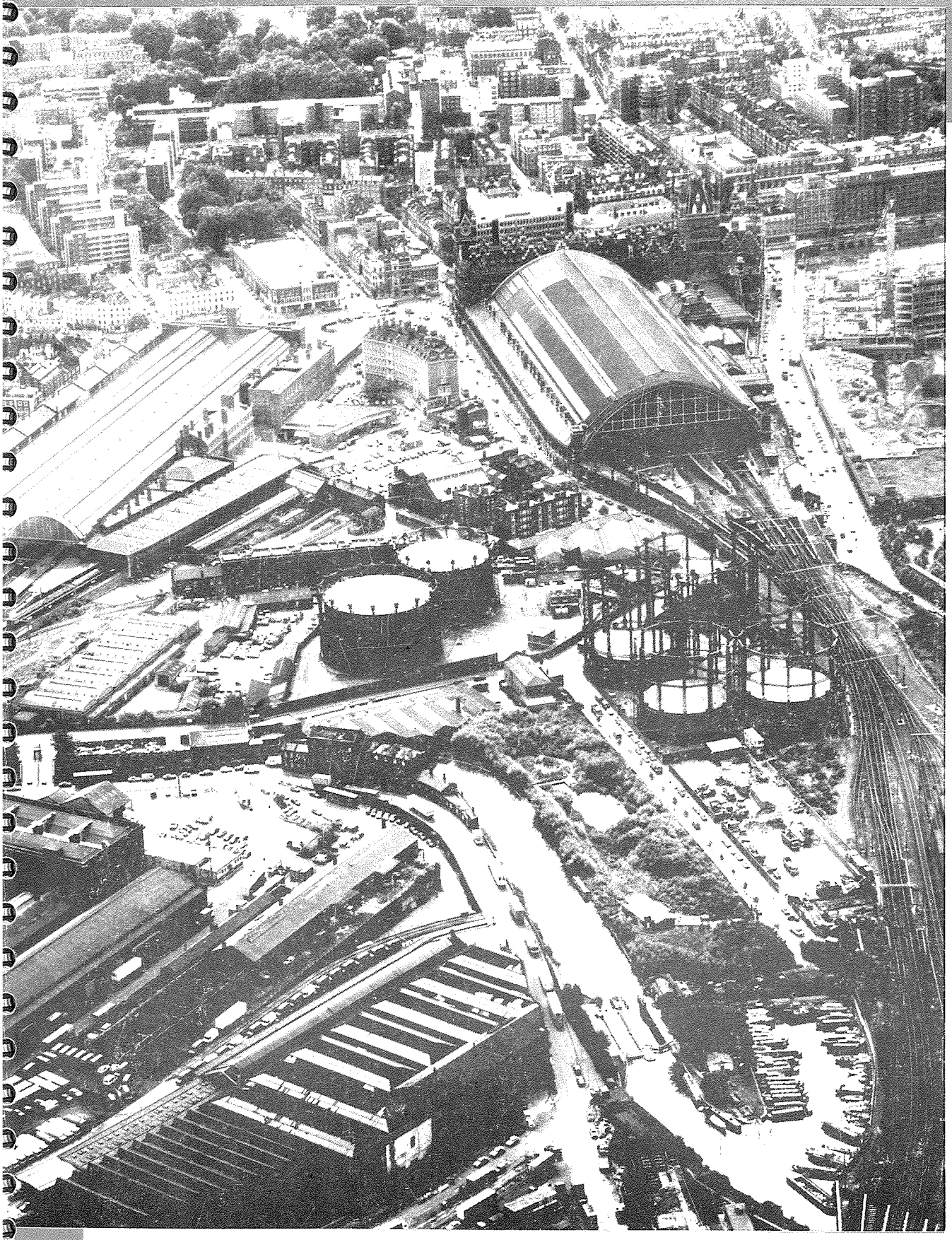
Towards a People's Plan



Full Report

- Prepared by Michael Parkes and Daniel C. Mouawad with Kings Cross Railway Lands Group
- Development Plans by Michael J. Scott - September 1991

KING'S CROSS RAILWAYLANDS
TOWARDS A PEOPLE'S PLAN

Full Report

Prepared by Michael Parkes and Daniel C. Mouawad
Development Plans by Michael J. Scott
In collaboration with the Kings Cross Railway Lands Group

October 1991

Acknowledgements:

The publication of the KXRLG alternative proposals is the product of two authors: Michael Parkes and Daniel C. Mouawad. All development plans have been designed and illustrated by Michael J. Scott.

Our special thanks go to Colin Macdonald and Michael Edwards for their specialised contributions, advice and assistance.

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The stage 1 Planning for Real Steering Group has overseen and directed the work contained in this report. Special thanks go to that Committee, namely Colin Macdonald, Phil Jeffries, Dave Bangs, Authur Simpson, Sarah Newton, Anika Miller Jones, Paul Mc Alinden and Bill Lee.

We also gratefully acknowledge the efforts of the following persons who have contributed to this production: Lynne Sloman, Louise Dobson, Graham Ive, Phil Jeffries, Ruth Stern, Ellen Leopold, Michael Geddes, Sarah Newton and Lesley Klein.

The Project Team

The project team structure

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Colin Macdonald : Chairperson

Coordinator & core team

Project Coordinator
Michael Parkes

Daniel Mouawad
Economic & Dev. Planning

Michael Scott
Design of Dev. Plans

Execution

Internal & External consultants/advisers
Economic adviser: Michael Edwards of UCL

Product

Alternative Development Plans
and comparison with LRC and KXT proposals

Division of Responsibilities

The Kings Cross Railwaylands Group (KXRLG), through its nominated steering Group, is responsible for defining research objectives, allocating, overseeing and publishing work completed.

The project coordinator is Michael Parkes, who has overall responsibility for the project execution. The coordinator is assisted by Daniel C. Mouawad and Michael J. Scott. Together they form the core project team.

Execution and work tasks have been undertaken on the whole by the (above) core team. However the team have been aided by expert advisers in formulating and undertaking specific technical and research objectives. The team has also had the assistance of all the internal KXRLG Working Parties and our economic adviser: Michael Edwards of The Bartlett School, University College London.

The alternative Railwaylands Development Plans, as exhibited and described in this publication are the sole property of the KXRLG.

Disclaimer

This report has been based on the best possible information available at the time of writing. It should be understood that information is limited on many aspects of all four schemes compared in this report. Consequently at a time of changing market circumstances and negotiating stances, many of the figures used and conclusions reached in this report can only be best estimates.

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Plan No. 2: KXT proposal: situated at end of chapter 9

Plan No. 3: KXRLG 1A & 1B proposals: situated at end of chapter 10

Plan No. 4: KXRLG 2 proposal: situated at end of chapter 11

Appendices

This Report is informed and supplemented by a free standing volume of Appendices as follows:

Appendix 1
The People's Brief (summary)

Appendix 2
Community involvement in Planning and Development Control

Appendix 3
London Borough of Camden's Brief (summary)

Appendix 4
IRR: The measure of viability

Appendix 5
Planning Gain: Contributions to infrastructure and services

Appendix 6
Workshop Records:
a) Traffic and transport
b) Employment training and commerce
c) Housing
d) Open space, community, arts and entertainment
e) Conservation
f) Putting it together

Appendix 7
Implications of the proposed King's Cross development for public sector housing in the catchment area surrounding the site

Appendix 8
Existing Employment on the Railwaylands

Appendix 9
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Appendix 10
Existing Borough travel to work flows

Appendix 11
Training for local people

Appendix 12
Construction Employment

Appendix 13
Healthy Cities

Appendix 14
Transport infrastructure & proposals: North London Line and related services

Appendix 15
Heritage & Conservation

Appendix 16
Existing housing on site

1: Chair Person's Foreword

Dear friends,

Last year the Railway Lands Group, in conjunction with KXT, commissioned Michael Parkes to carry out a 'Planning for Real' exercise to obtain the community view as to how the land on the Railway Lands site could be used to meet the needs of the local people. In conjunction with pupils of Sir William Collins School, we built a model of the whole site at a scale of 1:200. Five public events were held in both Camden and Islington and outreach work was also undertaken, principally with disadvantaged groups in and around Kings Cross.

All this work, Planning for Real Stage I, the results of previous surveys and Camden's own Brief were drawn together in the Peoples Brief[1] published in December 1990. This document included a preferred land use Master Plan for the Railway Lands indicating a reasonable balance between local needs and other opportunities of a higher order. Although there wasn't room on the site for all the community needs and aspirations (even with maximum grants from all sources), a clear hierachy of need housing; employment and community facilities was established. Issues were also highlighted such as integration versus segregation, quality versus quantity and organisational concerns including community involvement and control.

Towards the end of the first stage of the work, KXT held a planning weekend, based on Planning for Real and financial analysis provided by Michael Edwards and Daniel Mouawad at the Bartlett School, UCL, to start drawing up an alternative scheme for the Railway Lands. This scheme would take account of local needs for housing and employment and try to reduce the massive office content of the LRC scheme. The KXT scheme does considerably reduce the office content and provides much more socially affordable housing and a bigger potential for local employment.

Nevertheless, certain aspects of the KXT scheme are of concern to us. These are namely:
- The traffic, transport and environmental impact of British Rail's Second Channel Tunnel Terminal
- The safety problems associated with British Rail's underground terminal
- The relatively high office content, with the consequential impact on local people in social and other terms and the need for substantial training if local people are to take office jobs.

We therefore decided to work on Stage 2 of Planning for Real in which we would:

a) Explain and attempt to resolve potential land use conflicts between different community needs through workshops involving both local people and experts.

b) Use consultants and other experts to investigate Kings Cross and other alternative sites for the British Rail Terminal.

c) Draw up alternative plans, based on the People's Brief and the workshop results. These plans would include alternative proposals for the Second Channel Tunnel Terminal, would lessen the traffic, transport and environmental impacts, and are demonstrably safer.

d) Compare these alternative schemes with those of LRC and KXT on a basis of:
- Provision of socially affordable housing
- Provision of jobs that meet local needs
- Provision of community facilities
- Environmental impact
- Traffic and transport impact
- Conservation and Heritage issues

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[1] The People's Brief is available from the Kings Cross Railwaylands Group, Instrument House, 207 Kings Cross Road, London WC1X 9DB, price £15, 0r £5 to community organisations.

- Integration of scheme with the existing communities
- Infrastructure costs
- Landowners' Return
- Organisational and management issues

It is the product of this second stage of the Planning for Real exercise that is set out in this report.

Once again Michael Parkes has headed this work and as for the other stages of Planning for Real it has been monitored by the Railway Lands Steering Group. However, Michael on this occasion has been ably assisted by Daniel C. Mouawad and Michael Scott. The team have shown how infrastructure costs can be reduced and the phasing of the building work planned to minimise borrowing and therefore all costs.

Using appropriate standards they have produced viable alternatives to the KXT and LRC schemes, which explore the options we want.

In this work they have been supported by Michael Edwards of University College London and our own worker Lynn Sloman.

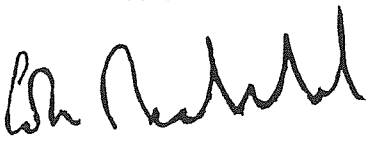
Our thanks to Michael and Lynn, but our Special thanks to the team of Michael Parkes, Daniel Mouawad and Michael J. Scott. In addition, we wish to thank Camden's Planning Department both for the funding of the work and their comments on our initial results.

Thanks to all those people the Group now has clear proposals to take back to the community.

Comminity groups fighting against bad developments are often accused of being negative and being parochial. This report shows that neither accusation is true: we want this derelict land brought in to full use and have positive proposals. And they aren't just parochial: we think our plans will be very good both for Kings Cross and London as a whole.

We are well on the way towards a People's Plan for the Railway Lands...

Yours



Colin Macdonald
KXRLG CHAIR PERSON

2: Summary

Note: All figures quoted are gross.

Basic idea

Table 1: Summary Comparison: Floorspace and Units on site

	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
Social Housing/sqm	50,321	149,186	130,000	130,000	153,750
'Family Units'	283	956	900	900	1,070
'Single Units'	292	488	540	540	640
Housing for Sale /sqm	100,641	74,593	65,000	65,000	51,250
Housing units lost	77		None	None	None
Office/sqm	544,858	373,665	180,000	180,000	22,000
B1/B2 /sqm	18,580	35,855	39,000	39,000	39,000
Retail/sqm	27,870	20,758	30,000	30,000	30,000
Leisure/sqm	16,722	21,337	22,255	22,255	22,255
Community/sqm	16,772	21,334	22,255	22,255	22,255
Hotel/sqm	9,290	15,000	10,000	10,000	10,000
Total floorspace/sqm	785,054	711,728	498,510	498,510	350,510

LRC

- The scheme is a conventional commercial development, with a high construction cost, a high value, a high volume and density and above all a high financial 'risk'.
- The scheme extends London's central business district to the North London Line, covering almost all of the Railway Lands, and has been characterised as an 'Office City'.
- The scheme makes maximum use of decked land, to 'fit' the total volume of building (785,054sqm)
- The scheme is overwhelmingly office dominated (544,860sqm)
- The British Rail proposed international station below King's Cross is a key feature of the scheme and could make this a Europe-oriented office centre. This would require the demolition of 17 acres of existing housing and workplaces off-site. Furthermore, there have been no safety studies undertaken for what will be the world's largest underground station and LPAC and other Authorities support Stratford as the preferred second terminal location.
- Very hard to adapt should the terminal be located elsewhere.
- Some housing is proposed mainly in the final phases of the scheme. The majority of housing is situated in the north-west corner. All existing housing on site is demolished.
- There is a small amount of industrial building, a hotel and a large number of shops, likely to be mainly serving the office workers.
- Some Listed buildings are retained but BR require demolition of the Great Northern Hotel. Other groupings such as those of the Goods Yard and the German gymnasium are partly demolished.
- There is a central park likely to be used mainly by office workers

KXT

- The scheme is a relatively conventional development but with a commitment to the setting up of a Community Development Trust or trusts. It has a medium - high cost of construction, a medium value, a high volume and density but a medium 'risk'.
- The scheme extends London's central business district north covering the southern third of the site (south of Regent's Canal).
- The scheme makes a high use of decked land to fit its total volume of building, especially in the southern part of the site (total volume is 711,730sqm).
- The scheme is less dominated by office space (373,670sqm which is about 68% of LRC's scheme), but is nevertheless a considerable element of the development.

• The international station below King's Cross, which is accommodated in the scheme, could make the southern part of the site a Europe-oriented office centre. This would require the demolition of 17 acres of existing houses and workplaces off-site. Furthermore, there have been no safety studies undertaken for what will be the world's largest underground station and LPAC and other Authorities support Stratford as the preferred second terminal location.
• The scheme is amenable to adaptation should the terminal be located elsewhere.
• Much housing is proposed mainly for social use and predominantly situated north of Regent's Canal. Phasing of the housing element is relatively even over the span of the development.
• All listed buildings are retained but the Great Northern Hotel under present British Rail proposals would have to be demolished. However, there are technical arguments that this is not necessary and the KXT scheme does include the retention of the Great Northern Hotel.
• Because so much land is used for housing with gardens, there are no large parks in the proposal but a spread of three (0.4 ha each) small public open spaces.
• The scheme seeks to realise 'Healthy City' objectives. The housing layout is based on model standards of energy conservation, combined heat and power, maximum public transport and a safe attractive environment.

KXRLG 1A & 1B

• The scheme is a relatively conventional mixed scheme of development. The scheme has low-medium construction cost, a medium value, a medium volume with low-medium densities and a low-medium financial 'risk'.
• The scheme extends London's central business district north covering the southern third of the site (south of Regent's Canal)
• The scheme makes limited use of decking only to a very limited extent. The total volume of building is 498,510sqm.
• The scheme is less office dominated (180,000sqm which is about 33% of LRC's scheme).
• The KXRLG 1a scheme provides for an 'international link' from St. Pancras with the preferred location of the second Channel Tunnel Terminus at Stratford and linked by the North London Line. The KXRLG scheme 1b assumes the second terminal wholly operational out of Stratford and no international link to St. Pancras. This accords with LPAC's expressed position. Both provide for a new Thameslink station.
• Much housing is proposed for mainly for social use and predominantly situated north of Regent's Canal and a central design feature is the extensive use of roof-gardens, combined with community gardens. Phasing of the housing element is even over the span of the development, with each phase also including the necessary shopping and supporting community facilities.
• All existing housing is retained.
• All listed buildings are retained.
• There is a great deal more industrial and workshop space than LRC or KXT propose.
• A central park (1.2 ha) is provided for the use of residents and others. Camley Street Natural Park is retained and greatly extended.
• The scheme seeks to realise 'Healthy City' objectives. The housing layout is based on model standards of energy conservation, combined heat and power, minimum car parking standards, maximum public transport and a safe attractive environment.

KXRLG 2

Whereas the LRC and KXT schemes and to a great extent KXRLG 1 share the bizarre assumption that facilities needed locally and for London must be financed out of profits generated on this site, this scheme seeks to provide what is most needed with money from appropriate public and private bodies. While not financially risky, it is politically risky under present circumstances.
• As far as possible the scheme is an implementation 'model' of the KXRLG's People's Brief.
• It therefore has an office content of 22,000 sqm (about 4% of what LRC propose). The space released is used to lower the density and volume of development, increase housing and have more non-residential community space. The total volume of building is 350,000 sqm.•
The scheme has no Channel Tunnel Terminal on site. Instead, it assumes that the second terminal ought to be wholly operational out of Stratford, in accordance with LPAC's expressed position. A new Thameslink station is proposed.

- It thus contains a lot of housing and a very diverse range of workplaces as its main priorities.
- It also goes further in trying to resolve London's environmental problems through its treatment of open space and commuting.
- There is a great deal more industrial and workshop space than LRC or KXT propose.
- All the listed buildings are retained.
- All existing housing is retained and Camley Street is retained and extended.

Relevance to the community

LRC

- This is not a scheme designed for local needs.
- Of the 150,960sqm of housing on site, we understand that approximately one thirds is for social use (50,321sqm)
- Of the 25,520 jobs brought to the site, 90% would be in offices, but many of these jobs are likely to be existing jobs geographically transferred to the site from elsewhere. If less skilled local people are to have access to these jobs, they will need extensive training. Otherwise there will be a net job loss as in Docklands.
- Of the 1,570 existing jobs on site which are mainly held by local people, the majority will be displaced. Equally for the 116 firms displaced by the BR terminal approach works off site.
- Nearly all construction will be fast-track, requiring high-tech skills. Local job take-up will be minimal. A large influx of construction workers would probably result.
- Most of the facilities proposed for the site would probably serve the office workers and to a much lesser extent residents and passengers.
- The large office employment combined with limited housing means that this scheme could massively increase commuting to central London. The travel generated by the development, plus the international station, could add a very heavy load to public and private transport demand and would require further new transport works as well as severe disruption to existing networks. Use of the road network to convey materials and remove spoil would probably aggravate this situation.
- LRC clearly intend to transform the area to a very 'luxurious' part of London and this would increase the pressure on rents and prices for households and firms in the surrounding areas. The effects of this could well be a net loss of locally affordable housing and workspace.
- The BR international station involves the destruction of Camley Street and the St. Pancras boat basin, and the de-watering of the Regent's Canal. The average heights for the scheme range from 7-10 storey blocks. The scheme also proposes two 44-storey tower blocks near Maiden Lane which in themself will impose major adverse environmental impact effects. Off site, demolition and construction areas will extend severe environmental impact to adjoining residences and businesses.
- No express provisions made for the relocation of the concrete batching plants or Camden's waste transfer facilities.

KXT

- The scheme is designed to get the maximum community benefit and in particular housing and employment, while still relying on private profits to cross-subsidise non-profitable elements.
- Of the 223,780sqm of housing, two thirds are for social use (149,186sqm). All housing would have access to communal gardens with 'family' housing also having access to private gardens.
- The scheme would generate a lot of jobs (18,810) with fewer office jobs than LRC (15,640) although this still represents 83% of the total. The scheme generates more jobs in industrial-type work, probably resulting in a greater uptake of jobs by local residents and inner London residents. Access to extensive training will be necessary.
- Of the 1,570 existing jobs on site which are often held by local people, the majority will be displaced or at best relocated. 116 firms displaced by the terminal approach works.
- It is likely that some construction will be fast-track, requiring high-tech skills. Under these circumstances local job take-up would be minimal. A large influx of construction workers would result.

- Many of the facilities proposed for the site serve local residential needs.
- The employment generated by the scheme combined with the quantity of housing means that this scheme would significantly increase commuting to central London. The travel generated by the international station could also have an impact on commuting into London. While the combined effect could be less than for LRC, it could still be substantial. This, plus the necessary terminal works, would seriously disrupt existing transport networks. There is a commitment to maximise the use of the canal for transporting building materials and removing spoil.
- KXT clearly intend to create a traditional inner London residential layout and density, plus a Heritage Area north of the canal and a dense office complex south of the canal. However, it is likely that this would still increase the pressure on rents and prices for households and firms, especially in the surrounding southern areas. The effects of this could well be a net loss of locally affordable housing and workspace.
- The BR international station involves the destruction of Camley Street, the St. Pancras boat basin and the de-watering of the Regent's Canal. The average heights for the scheme range from 5 stories for housing to 7-9 storey blocks for offices. Off site BR required demolition and construction areas will extend severe environmental impact to adjoining residences and businesses.
- Studies are required for the relocation of concrete batching and waste transfer facilities.

KXRLG 1A & 1B

- The scheme is designed to get the maximum community benefit and in particular housing and employment, while still relying on private profits to cross-subsidise non-profitable elements.
- Of the 195,000sqm of housing, two thirds are for social use (130,000sqm). All housing has access to communal gardens with 'family' housing also having access either to private gardens or roof gardens.
- The scheme would generate a lot of jobs (12,860) with far fewer office jobs (8,870) than LRC. The scheme generates many more jobs in industrial-type work, with the probable uptake of jobs by local residents and inner London residents much greater than in the LRC scheme and greater than the KXT scheme. Access to some training is required.
- Of the 1,570 existing jobs on site which are often held by local people, a certain number will be lost, but it is hoped that the majority will be relocated on site. The 116 existing firms off-site would not be displaced.
- Most construction will be along traditional lines,potentially using local firms and labour.
- Most of the facilities proposed for the site serve local residential needs.
- The employment generated by the scheme combined with the quantity of housing means that this scheme would not add a lot to inward commuting to central London. However, the travel generated by the international link station (in KXRLG1a scheme) would increase the net effect on travel into London but it would be less than half the total trips generated by the LRC or KXT schemes. The scheme has a commitment to maximise the use of the canal for transportation of building materials and the removal of spoil.
- The scheme aims to create a traditional inner London residential layout and density, plus a Heritage Area north of the canal and a more conventional office area south of the canal. The pressure on rents and prices for households and firms will be slight. There is far less risk of creating a net loss of locally affordable housing and workspace. Virtually all existing housing on site is retained.
- The railwork proposed by this scheme does not involve the destruction of Camley Street, the St. Pancras boat basin or any other existing feature. The average heights for the scheme range from 5 stories for housing to 6-7 storey blocks for offices. No property demolition required off-site.
- Provision is made for the concrete batching plant and the waste transfer facilities.

KXRLG 2

- The scheme is designed to get the maximum community benefit. The scheme does not rely solely on private profits to cross-subsidise non-profitable elements.
- Of the 205,000sqm of housing, three-quarters are for social use (153,750sqm). All housing has access to communal gardens with 'family' housing also having access to private gardens

or roof gardens. The scheme offers a greater number of 'family units' than the LRC scheme, the KXT scheme or the KXRLG1a and 1b schemes.

- The scheme would generate 4,940 jobs with far fewer office jobs (1,090) than LRC, KXT or KXRLG1a & b. The scheme generates much more jobs in industrial-type work, with the probable uptake of jobs by local residents and inner London residents much greater than in the LRC scheme. The training challenge is less severe.
- The scheme provides slightly more open space in a variety of forms than any of the other schemes considered.
- Of the 1570 existing jobs on site which are often held by local people, a certain number will be lost, but it is hoped that the majority will be relocated back on site. The 116 existing firms off-site will not be displaced.
- All construction will be along traditional lines, potentially using local firms and labour.
- Most of the facilities proposed for the site serve local residential needs.
- The employment generated by the scheme combined with the quantity of housing means that this scheme would add a negligible amount to inward commuting to central London. There is a commitment to maximise the use of the canal for transporting building materials and removing spoil.
- The scheme aims to create a traditional inner London residential layout and density, plus a Heritage Area north of the canal and a relatively low density mixed use scheme south of the canal. Pressure on rents and prices for households and firms will be very slight. There is least risk of creating a net loss of locally affordable housing and workspace.
- The proposed scheme does not involve the destruction of Camley Street, the St. Pancras boat basin or any other existing feature. The average heights for the scheme range from 5 stories for housing to 5-6 stories for the few office blocks.
- Provision is made for the concrete batching plant and the waste transfer facilities.

Finance

Table 2: Summary Comparison: Financial

	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
IRR	9.5%	12.0%	11.0%	11.0%	10.0%
Landowners equity %	Yes	Yes	Yes	Yes	Yes
Initial down payment	Yes	No	No	No	No
Land Gifted/sqm	23,000	85,000	75,000	75,000	86,000
Pay for Social Housing	No	Yes	Yes	Yes	No
£ to BR Infrastructure.	No*	No	No	No	No
£ to LUL upgrading	Yes	No	No	No	No
£ to DTp gyratory	Yes	No	No	No	No

* A downpayment to landowners could be used by BR towards railway costs.

LRC

- The scheme needs to include a lot of profit-making buildings for two main reasons:

(a) to cover the payment of (we gather) about £400m to BR and the other land owners as a first instalment of a rent or price for the land to 'cross-subsidise' an element of the international rail works.

(b) to cover the very high borrowing infrastructure engineering costs of making the site buildable and building some of the blocks on or accessed from "decks" over railway tracks (estimated at £296m); and

(c) to also cover any payment to the Department of Transport for a new gyratory (estimated at £30m), a payment to Camden Council of £5 m for training initiatives and other payments (to London Underground).

- The scheme could thus be described as having very high 'front-loading' costs. This naturally increases the very real 'risk' as the scheme heavily relies on a high rate of return from its commercial component and this is all dependent on the volatile office market.
- At the time of writing, there were no public undertakings from LRC about the number of social housing units. It is understood that any land for social housing would be given by LRC but that construction would be paid for by housing associations or public bodies. This

increases the 'risk' of attaining less social housing than intended should housing associations be unable to raise funding.
• It is estimated (by us) that the profitability of the LRC scheme would probably be equivalent to a real rate of 9.5% per year after paying for the land and the gyratory. The profitability would otherwise be 15.0%.

KXT
• The scheme does not require as much profit-making building as the LRC scheme. This is because:
(a) the scheme would have less "decking" over the railways;
(b) there is rather less borrowing necessary for infrastructure engineering costs (estimated at £245m); and
(c) no "down-payment" for the land or payment for the gyratory road scheme is assumed.
• The scheme generates less revenue than LRC, because there is less commercial building. There is less risk than in LRC's scheme because of these lower costs and reduced dependence on the volatile office market.
• It is understood that land used for social housing would be given by KXT and that, if necessary, the cost of construction would also be met (estimated at £184.5m) through cross-subsidisation, achieved by a process of site parcelling.
• It is estimated that the rate of profit of this investment is equivalent to a real rate of return of about 12.0% per year, and out of that would have to come any profit share going to BR and the other land owners.

KXRLG 1A & 1B
• The scheme does not require as much profit-making building as the LRC or KXT schemes. This is because:
(a) the scheme would have limited no "decking" over the railways;
(b) there is only a low-medium level of borrowing necessary for infrastructure engineering costs (estimated at £195m); and
(c) no "down-payment" for the land or payment for the gyratory road schemeis made.
• The scheme generates and requires less revenue, therefore there is much less commercial building. This creates less of a 'risk' than does the LRC or KXT schemes and there is not a heavy reliance on the office sector. There is thus more certainty of the development going ahead on site and to programme.
• Any land used for social housing would be given by the scheme and, if necessary, the cost of construction would also be met (estimated at £160m) through cross-subsidisation achieved by a process of site parcelling.
• It is estimated that the rate of profit of this investment is equivalent to a real rate of return of about 11.0% per year, and out of that would have to come any profit share going to British Rail and the other land owners. Should any element of the cost of construction be met by public funds (e.g. Housing Corporation) then the profitability of this scheme would rise or the commercial element could be reduced.

KXRLG 2
• The scheme involves the proper allocation of public money to cover public infrastructure and other costs.
• The scheme therefore does not require as much profit-making building as the LRC or KXT schemes or even the KXRLG1 schemes. The scheme also has:
(a) limited "decking" over the railways;
(b) only a very low level of borrowing for other necessary costs; and
(c) no "down-payment" for the land or payment for the gyratory road scheme.
• The scheme generates much less revenue because there is much less commercial building and thus creates less of a 'risk' than any of the other schemes as there is no reliance on the office sector.
• Any land used for social housing would be given by the scheme and the construction costs of social housing met by public funds (e.g. Housing Corporation).

• It is envisaged that the rate of profit of this investment is equivalent to a real rate of return of about 10.0% per year, and out of that would have to come any profit share going to BR and the other land owners.

How it would be done

Table 3: Summary Comparison: Jobs, Urban Design & Open Space on site

	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
'Chunnel Terminal'	Yes	Yes	Yes	No	No
East-West Road Link	Yes	No	Yes	Yes	Yes
New Population	6,360	8,771	8,140	8,140	8,665
Site Office Jobs	22,814	15,644	8,868	8,868	1,086
Site Industrial Jobs	577	1,116	1,280	1,280	1,280
Site Retail Jobs	1,082	770	1,290	1,290	1,290
Site Leisure Jobs	359	460	530	530	530
Site Community Jobs	359	460	530	530	530
Site Hotel Jobs	333	360	360	360	226
Building Height Range	7-44	5-9	5-7	5-7	4-6
Destroy Listed Bldgs	Some	None	None	None	None
Destroy Camley St.	Yes	Yes	No	No	No
Camley Street/sqm	9,000	20,500	20,500	20,500	20,500
Community Space/sqm	10,000	38,500	41,500	41,500	34,500
Public Space/sqm	76,5000	27,000	34,000	34,000	34,000
Total Open Space/sqm	95,500	86,000	96,000	96,000	98,000

Site jobs are calculated purely as a function of estimated floorspace. Local take up is likely to be between 7% and 50% depending upon the degree of training and type of job.

LRC

• The scheme would probably be undertaken as a conventional commercial development. It is likely that, under LRC's overall control and estate management, individual blocks would be developed by subsidiary or independent companies or by housing associations.
• Less profitable elements which are generally for community use will be built in later years e.g. we understand that no industrial floorspace will be built until the sixth year.
• The development would create little opportunity for a new 'organisational landscape' involving Community Development Trusts, companies and a genuine partnership between public, private and community sectors.

KXT

• Discussions have focussed on the need for some sort of development agency for the whole area, and subsidiary bodies for individual building and mixed-use blocks. The overall agency might be a bit like a "development trust" and have something in common with the mixed-economy (public/private) companies used for big projects in France, but with more local community involvement.
• The parts of the scheme, many of which are themselves mixtures of community and commercial elements, are expected to be built and managed by trusts with representation drawn from commercial sponsors, user groups and so on.

KXRLG 1A & 1B

• Discussions have focussed on the need for some sort of development agency for the whole area, and subsidiary bodies for individual building and mixed-use blocks. The overall agency might be a bit like a "development trust" and have something in common with the mixed-economy (public/private) companies but with more local community involvement and crossing the commercial-cultural divide.

- As far as the social element of this scheme is concerned, the KXRLG are committed to a mix of large and small implementing agencies including ethnic minority Housing Associations and co-operatives.
- The parts of the scheme, many of which are themselves mixtures of community and commercial elements, are expected to be built and managed by trusts with representation drawn from commercial sponsors, user groups and so on. These trusts will be novel, crossing conventional British boundaries between business and community and cultural support systems.
- A scheme based on these criteria meets the objectives proposed by the European Commission in its recent Green Paper on Urban Environmental Policy and should therefore be eligible for EC funding as a model project of inner city regeneration.

KXRLG 2
- Discussions have focussed on the need for some sort of development agency for the whole area, and subsidiary bodies for individual building and mixed-use blocks. The overall agency might be a bit like a "development trust" and have something in common with the mixed-economy (public/private) companies but with more local community involvement. Alternatively, a user-friendly mini-New Town (or Village) Development Corporation might be set up. This might be directly elected from all the wards on and adjoining the site. When the Corporation is eventually wound up, all assets should be transferred to the appropriate Local Authorities.
- The parts of the scheme, many of which are themselves mixtures of community and commercial elements, are expected to be built and managed by trusts with representation drawn from commercial sponsors, user groups and so on.
- A scheme based on these criteria meets the objectives proposed by the European Commission in its recent Green Paper on Urban Environmental Policy and should therefore be eligible for EC funding as a model project of inner city regeneration.

Matching up to The People's Brief

LRC
- The scheme is far removed from the basic principles favouring a mixed scheme, balanced geographically, meeting local needs with genuine opportunities for community involvement and control.

KXT
- The scheme is more in harmony with the basic principles favouring a mixed scheme, meeting local needs with genuine opportunities for community involvement and control. However the scheme is still not balanced geographically as the density and quantity of offices south of Regent's Canal may well be excessive.

KXRLG 1A & 1B
- The scheme is more in harmony with the basic principles favouring a mixed scheme, meeting local needs with genuine opportunities for community involvement and control.
- The scheme is relatively balanced geographically with reference to the density and quantity of offices south of Regent's Canal, although the quantity is still significant.

KXRLG 2
- The scheme is more in harmony with the basic principles favouring a mixed scheme than any of the other schemes. It meets local needs with genuine opportunities for community involvement and control.
- The scheme is very well balanced geographically with reference to the quantity and density of non-office floorspace. The main accord with the People's Brief is that the scheme creates the opportunity for genuine partnerships between some sort of development agency and the community. The scheme also offers to build the greatest proportion of social family units of any of the schemes considered.

3: Context: The Big Issues

Introduction

The Railway Lands, at 145 acres, is the largest city centre development site in Britain. This together with the location at the interface between central business district-type activities and an old established inner city working class community, renders it a test-case for assessing inner city regeneration policies and machinery in London, past, present and future. This includes the planning gain process.

The fact that it is also a proposed location for the second Channel Tunnel Terminal plus rail links to the tunnel and northwards across the site to the East Coast and Midlands main railway lines, renders it a test-case for assessing current and future strategic transport planning and funding policies.

These assessments are considerably assisted by the wide spectrum of alternatives exhibited by the Railway Lands Group in May 1991 and described and compared in succeeding sections of this report. These alternatives range from the conventional commercial package put forward by the London Regeneration Consortium (LRC) for the whole site as an "office city" of 5.9 million square feet of offices, to the second of two schemes prepared by the Kings Cross Railway Lands Group (KXRLG), which is set outside the "planning gain" process and retains its 'viability' at 0.3 million square feet of offices provided that public works - rail and road improvements, affordable housing etc. - are properly publicly funded as legitimate elements of public investment.

Finally, debate about the "organisational landscape" of inner city London Government and the planning, provision, control and management of development has been forced into the spotlight by the actions of the KXRLG.

Issues of this kind are the sub-texts, the drama, of town-planning in London, which are all too easily and readily hidden from view, but urgently requir "centre stage" attention.

The Railway Lands are eerily reminiscent of the London Docklands. Derelict in public-ownership, they stand on the edge of being passed straight into the hands of the private sector, and thence into ill-advised, and ultimately unlettable office development. As a result, and as at Docklands, the hard pressed and marginal surrounding communities and businesses face being squeezed out by speculative rises in land and rental values (the ripple effects of B1-isation, loss of affordable housing through the right to buy, rent increases, gentrification etc.). Such threats can only fuel the frustration, suspicion and alienation already endemic in such areas.

While there may be few formulae or models for inner city regeneration - this needs to be tailored to the circumstances of each area - a re-emergence of the validity of strategic planning and concepts such as the 'balanced' approach embodied in the LPAC 'Fourfold Vision' and 'partnership' between public and private sectors and the local community, are increasingly coming to assume the best hope for a 'middle way' forward. As the KXRLG have said, and shown repeatedly, there is an alternative - indeed there are many alternatives. Future decisions on the current LRC Planning Application will provide a marker, a signpost for the future. If ever there was a time, a site and a community ripe for a new approach to inner city regeneration it is now and in Kings Cross.

The contraction of central and local government and the increased role of the private sector

The loss of a London Strategic Planning Authority and the relaxation of development control

For one reason or another, inner London Local Authorities have increasingly found themselves unable to afford to maintain existing services e.g. maintenance of public gardens, employment of janitors and caretakers, let alone provide services such as affordable housing and community centres. Indeed many areas are distinguished by asset stripping and priority investment in politically marginal wards. At the same time many statutory undertakers have been 'privatised' or, like British Rail, face imminent privatisation, the value of their portfolios of land holdings being a telling factor in that process. Moreover, wherever possible, works such as the new Rail Link to the Channel Tunnel and road 'improvements' such as a gyratory on the inner ring road at Kings Cross, have to be funded wholly or substantially by the private sector.

With the abolition of the Greater London Council there is no effective strategic planning authority able to provide a longer and wider perspective on matters such as transport and strategic office supply and location. A number of Circulars, Planning Policy Guidance Notes, Appeal decisions such as that at the Covent Garden Opera House, and DoE Strategic Guidance for London as well as initiatives such as the LDDC and Enterprise Zones have all transformed the context and climate of development control in inner London. The Private and to some extent, the Voluntary sectors, have been required to fill the vacuum left by the contraction of the public sector at local and central government level. A politically inspired commercial free-for-all has ensued in areas of political or commercial potential while the rest of the inner city has suffered declining public services and increasing poverty. Polarisation and short term 'ad hocery' are two of the inevitable results.

In all of this, the ability of Local Planning Authorities to grant planning permission tied to a planning gain agreement (see appendix5) has assumed ever greater importance. Legal agreements concluded within these procedures increasingly represent the principal, if not the only, means of obtaining socially desirable development (e.g affordable housing, training, open space),. cross-subsidised out of profits from commercial development of land.

Planning gain and the development process

Sites such as the Kings Cross Railway Lands have some commercial development potential. Some have more, some have less. But they are also characterised by being situated in areas of extreme local need and under threat of rising land and rental values. Under these circumstances there is certainly a role for planning gain agreements, but only as part of a range of measures and processes designed to secure the best use of any given site.

To overly rely on the planning gain process to both derive and control a package and programme of development opens up a wide range of objections:

a) It benefits areas of strong commercial demand but is inapplicable in areas of low commercial value.
b) It compromises a Planning Authority's neutrality and thus its credibility. This strikes at the heart of local democracy and government. There is often a coincidence of interest between developers and Local Planning Authority to avoid a Public Inquiry as this is costly to both. Also local planning officers would lose control over the form of the eventual conditional permission and sometimes off-site gains can be challenged.
c) There is, under current circumstances, a predisposition towards excessive commercial floorspace (on every commercial site).
d) It creates a direct linkage, not always logical in land-use planning and other terms, between 'social' and 'commercial' floorspace on any given site.

e) The amount and phasing of socially desirable development is subordinate to, and dependent upon, the specifics of the commercial development process on any given site.
f) Property developers and their architects and property marketers are often not trained in, familiar with, or interested in, local circumstances or social and community development needs. Rarely do developers intend to stay and occupy the property they build.
g) Local Planning Officers are often under considerable pressure to accept prior claims from central government for monies from planning gain agreements, for works of metropolitan or Borough order (e.g. highway improvements). Such works take priority over work specificlly related to local needs.
h) What Local Planning Officers accept as 'community benefit' and what local people consider to be such are not always the same e.g. office job creation, road improvements etc.
i) In any event many Local Planning Authorities have had inadequate access to independent commercial valuation advice and thus have been unable to negotiate effectively. Some dramatically poor deals have been struck in the past, usually in secret negotiations. In passing, for those whose very quality of life relies on the provision of public services via these procedures, such a situation demands that the books, ie. rent and cost assumptions, inflation rate assumptions, yields etc. be opened up to public scrutiny. Under these circumstances residual valuations may well be as relevant a part of the core curriculum as social security law and procedures. Another problem is that, when Planning Officers are deeply embedded in negotiations, it is difficult for third parties to obtain independent and affordable technical aid.
j) The legal agreement has to be signed by the landowners befor planning permission can be issued. Planning officers tend to view alternative, less commercial applications with some reserve, considering it unlikely that a landowner will sign any such agreement.
k) There is a very real danger of good planning degenerating into horse-trading.

Inner London Regeneration - comparison of four alternative schemes for the Railway Lands.

The four schemes evaluated by the Railway Lands Group and discussed in detail in Chapters 7 - 12 (LRC, KXT, KXRLG 1 and 2) illustrate four significantly different approaches to regeneration of the Railway Lands site. The first three are commercially viable with very similar rates of return, while the KXRLG 2 scheme would require public funding for public infrastructure. The LRC scheme is financially extremely risky, the KXRLG 2 scheme is, under present circumstances, politically extremely risky. The four differ radically in their volume, mix, cost, value and balance between housing, office floorspace, local and strategic interests, organisation, management and implementation. The four also differ significantly between the roles of the private, public and community sectors.

LRC

The LRC scheme accommodates the low-level Channel Tunnel Terminal. It has the highest total volume (785,000sqm) and density of the four schemes. It costs the most and has the highest potential value. To achieve an attractive rate of return, given the enormous front-end loading of costs - down-payment on land to British Rail (£400m), infrastructure costs (£300m), road 'improvement' costs off-site (£30)- the early phases of development have to concentrate on high value commercial floorspace which in turn has to be built on expensively decked land which in turn requires more high value commercial floorspace... leading to what, by any criterion, has to be an excessive total of 5.9 million square feet of office floorspace covering virtually the whole of the Railway Lands site (including two 44 storey tower blocks). Cynically, these market considerations are reinforced by a co-incidence of British Rail,. Department of Transport and Local Authority agendas. For example, a scheme with such a high office employment and floorspace component (90% and 65% respectively) is inherently "peaky" and "trippy" in character and is susceptible to legitimate overtures from the D.Tp for financial contributions towards increased capacity on the adjoining main road network. Indeed, LRC have prepared and exhibited just such a scheme, including the widening of Pentonville Road (part of the inner ring road for London) on behalf of the DTp.. Inevitably elements of planning gain on site, such as social development meeting local needs and affordable housing, are left to the later and last phases of the development programme and occupy the most marginal and unattractive parts of the site. They also take second place to items like the new gyratory.

A piecemeal approach to development and development control inevitably seeks to maximise the value of the site under consideration while leaving other sites in the area for similar treatment by other landowners/developers. The comparative lack of knowledge and insularity is compounded by the fact that Kings Cross straddles the boundary between two London Boroughs. There are other sites in the Kings Cross area with commercial development potential, in some instances, greater than the Railway Lands and relatively cheaper and quicker to realise. On the other hand, there must be a "holding capacity" for such development in a place like Kings Cross (ie. congestion, urban design density etc.) and in turn across the range of strategic locations in London as a whole. The dangers of having to put all the office floorspace "eggs" in one basket become even more apparent with the completion of Canary Wharf. The first and second phase commercial development of the Railway Lands could proceed only to find that an over supply of such floorspace at Kings Cross and London-wide (Paddington, Spitalfields etc) brings the whole process to a thundering halt. As a result, substantial tracts of the Railway Lands could well be undeveloped for many more years than need be the case with a more modest, more mixed, less risky scheme. Such dereliction represents a standing insult and lost opportunity to local community interests.

The LRC scheme takes very little account of the local needs and has few opportunities for community involvement and control either "top down" or "bottom up".

KXT

By avoiding an initial £400 million down payment to British Rail and any significant off-site planning gains, the KXT scheme can achieve an attractive rate of return with approximately 4.0 million square feet of office floorspace. The scheme goes a long way to ensuring phased delivery of affordable family housing as well as major opportunities for community involvement and control. Nevertheless it is almost as high a total volume as the LRC scheme and it is estimated to have almost as high infrastructure costs, including much decked office development above the low level terminal. The mix of new floorspace and employment is still heavily biased towards the office sector and as such the scheme is in our opinion, inherently risky.

KXRLG 1A and 1B

These schemes illustrate what can be achieved commercially at an attractive rate of return, if no low level terminal is to be built at Kings Cross. Total volume has fallen to about 5/8th of the LRC scheme and a markedly less dense, more mixed pattern of land use and schedule of accommodation has emerged. Without the terminal, less land is sterilised and less expensive decking required. Estimated infrastructure costs are less than half the LRC requirements, and the same amount of social housing. as is produced in the KXT scheme can be funded via approximately 1.9 million square feet of office floorspace. The combination of no Channel Tunnel Terminal and a much more balanced mix of uses and floorspace, means that traffic and environmental impact in and around Kings Cross is markedly less and the whole project significantly more realisable.

KXRLG2

The previous scheme with almost 2 million square feet of office floorspace is however, far larger than the Paddington Basin proposal for instance (1.4 million square feet). Bearing in mind other potential office development sites at Kings Cross, it may well be excessive in marketing and other terms. Scheme 2 indicates how, by departing from the planning gain process, and instead, securing the necessary injection of public funding to make good any deficit on commercial cross-subsidisation of socially desirable development, a scheme can be achieved with even less commercial content and even more relevance to local needs than either the KXT or the KXRLG1 options. Scheme 2, which includes 0.3 million square feet of offices, has less than half the volume of the LRC proposals while producing 50% more social housing floorspace. It is by far the most balanced of the four and would occasion least traffic or environmental impact.

Conclusions

Viewed dispassionately, a solution at least somewhere between KXRLG 1 and 2 appears to offer the most realisable and viable option for the Railway Lands. If this is the case then, at least at this site, some reorientation is needed in the relative roles of the public, private and community sectors. The public sector would be required to provide a strategic and local planning overview including much clearer and tighter guidelines to developers. Developers should be left to get on with what they are best at - not forward or social planning but producing the best commercial scheme possible - securing reasonable returns for enterprise and risk-taking, and at the same time allowing for an element of cross-subsidy if the margins exist. Without a realistic balance of public and private investment the scheme will necessarily become larger, more office-dominated, increasingly less relevant to local needs and more threatening to the environment and existing social, cultural and economic bases. Ultimately there is every likelihood that the scheme will become unsustainable and so risky as to be incapable of full realisation on site. The chief victim would be the social element which depends on the commercial sucess of the scheme in the last phase, via planning gain agreements.

New approaches towards partnership and community development are being explored throughout inner London e.g. in Spitalfields, Deptford, Finsbury Park, North Kensington, Southwark. The last section of this chapter, entitled 'organisational landscape', explores these matters in more detail.

The Second Channel Tunnel and rail links thereto.

Ad hoc and commercial / funding considerations versus strategic transport planning in the wider public interest

The combination of tradition and the development of land holdings at Kings Cross appears to have been irresistible to British Rail in insisting upon Kings Cross as the location for the second channel terminal. It is not entirely clear to the authors which was the more persuasive; the heightened development value conferred upon extensive BR land holdings as a result of the location of the European terminal; or the potential of such value to make a significant contribution to the costs of the terminal itself. In any event the combined impact of the construction/ operation of the terminal and associated "office city" is such as to almost defy description. The resulting hole in the ground alone will be of monumental proportions directly affecting national and suburban BR services, Thameslink and London Underground Services, the Regent's Canal, the Euston Road, Pentonville Road, York Way, Gray's Inn Road, two conservation areas and several listed buildings, including the Great Northern Hotel (grade 2, demolished) and Kings Cross Station (grade 1, temporarily jacked up), a Natural Park (demolished) and tens of acres of property - local housing and businesses, demolished both on and off site. The indirect effects upon adjoining residents, workers, visitors and those passing through, of mud, dust, noise, weekend and night time working, loss of security and privacy, traffic, spoil storage and construction areas, severance, diversions etc, plus the impact of both projects once they come into operation can only be imagined. Due to the extreme difficulty of safely threading a tunnel through the existing complex of underground systems and other services at Kings Cross, the financial cost of the works is currently estimated at £1.2 billion (a sharp increase on the original estimate of £400million). For these and many other reasons, the combined BR terminal and LRC office schemes at Kings Cross have engendered very stiff and concerted opposition from local groups to both British Rail's private bill and the planning application and as a result both are significantly well behind programme.

Even more astonishing is that the decision on the location of the terminal was taken well in advance of any firm decision on the preferred route for international trains from the North Downs into London. A study of alternative strategies for such a route has just been completed in-house by British Rail, but, despite repeated requests, remains unpublished. There are sound arguments that until these matters are resolved, approval of both the BR Bill for the terminal works and the LRC, planning application would be premature.

These are matters of national, regional and metropolitan strategic planning significance and the past and present disarray may well be due, in part, to the apparent absence of the necessary co-ordination and planning at such levels, and the malign influence of commercial considerations in decisions of this nature. The Channel Tunnel Group (consisting of the London Boroughs of Bexley, Bromley, Hammersmith and Fulham, Islington, Camden, Newham, Barking, Lewisham, the ALA, LPAC and LDDC) is attempting to take such a strategic overview and supports Stratford, in L.B of Newham, as the best site for a second terminal not only in principle but as a way of regenerating east London. KXRLG through their scheme 1A have shown how using the North London Line, passenger trains split at Stratford could rapidly get to St Pancras and Euston if necessary.

Instead of trying to obtain the "best" route and location in the widest public interest, which would suggest Stratford, a combination of commercial and funding factors plus the innate inertia and conservatism of tradition and 'minimum' or ideally 'no change' has led to Kings Cross. In the authors opinion this is the wrong location. It is too expensive and under current circumstances requires too much commercial floor space to help finance it. Given that the market will be deeply uninterested in this volume of floorspace, the commercial/funding element of the equation may well collapse and public money eventually have to be injected as an emergency measure. We venture to suggest that if public works of this kind were viewed from the outset as public investment rather than viewed negatively in terms of public subsidy then an altogether more sensible conclusion would have been reached both on the terminal and on the volume and mix of development proposed/required on the Railway Lands. Effectively Kings Cross is being asked to pay the price for elements of international and national infrastructure, and the price is far too high!

"Organisational Landscape"

The LRC scheme is a conventional package reflecting the private sector/public sector status quo. It has relatively little room in terms of planning, design, implementation and evolution for local community involvement either from the 'top down' e.g. Community Development Trust or from the 'bottom up' e g. community gardens, basic day care, health education, ESL. A scheme as dense and high-tech and heavily office dominated as the LRC scheme is not designed along such lines. It cannot afford the extra marketing risk of largely mixed developments including partnerships with the local community.

Successful inner city regeneration demands that such tripartite partnerships be forged, and local community initiatives and development potentials released. The KXT and KXRLG 1 schemes seek to promote this approach. The KXRLG 2 scheme anticipates a return to the fully funded, democratic and accountable Public Development Agency - such as a New Village Corporation - to carry out the bulk of the development before handing the public assets, including social housing, back to the relevant Local Authorities. All three schemes contain a substantial area of housing on the Goods Yard site and all three include substantial mixed use development proposals.

Stage 1 of 'Planning for Real', funded by KXT and overseen by KXRLG, demonstrated not only the potential for self-help and community control at local level e.g. Calthorpe Project, Coram's Fields, Drummond Street Mosque, Somers Town Disabled Carers Group etc. but the absolute necessity of releasing and empowering this potential in any new development on the Railway Lands site. This is in part to achieve community development rather than conflict, integration rather than segregation and safety, sustainability and efficiency in the scheme rather than the reverse. These and other principles contained in the three schemes (low car parking standards, safe pedestrian routes, energy conservation etc.) are at one with the objectives of the "Healthy Cities Campaign" and some of the recommendations contained in the recent EC Green Paper. As such they would probably be eligible for EC grants provided matching central government funding was available (something clearly outside the current LRC proposal).

Such an approach also requires a more organic, incremental pattern and phasing with a wide range of implementing agencies including a number of locally based, possibly less experienced agencies - co-operatives as well as companies familiar with, and giving priority to, local needs. This approach can be handled through a Community Development Trust and/or a system of

interconnecting Trusts: Heritage Trust (to oversee the Heritage area), Business Trust (to ensure affordable workspace, a 'ladder of acommodation' common management services); Training Trusts; community gardens and so on.

As recently as May 1990, at Spitalfields (Truman's Brewery/ BR Bishopgate Goods Yard), a development package was worked out in principle, based on the transfer out of private ownership of 12 out of 27 acres of land; mostly gifted with the rest at half the market value, into the control of a Community Development Trust. This was negotiated by the local Community Development Group with the joint developers, LET and Grand Metropolitan. (The latter also being the owner of Trumans Brewery who actually wished at the time to set up their new headquarters there). Unfortunately events have since conspired to largely undermine these agreements. Nevertheless, the principles established and the lessons learnt have equal validity for the future of Kings Cross. Unlike the Camden Borough Brief for the Railway Lands, the adopted planning brief and Shoreditch Local Plan was quite specific as to the location and plot ratios for the major office scheme at Spitalfields (approx. 1.4 million sq. ft). There was a balance geographically and in terms of the potential commercial /non-commercial elements, which made negotiations a fruitful exercise likely to yield a good scheme in planning and other terms. It should be noted that it was only after six months of very close liaison by the CDG team with both the developers and the Local Planning Authority, that a very credible Community Development Plan was produced. This used the same techniques of planning for real/outreach studies, employed by the author earlier at Isledon Road and later at Kings Cross. It largely confirmed the existing Planning Brief and greatly assisted the Developer's architect. The growing trust and credibility that was built up by these processes culminated in the developers making their books available to the Spitalfieds CDG team and their valuers. This was a tangible expression of 'partnership' and allowed further negotiations at the same time to secure an equity stake for the CDT, and a joint venture arrangement for the CDT with Grand Met./LET on other elements of the Spitalfields site. Even so, the 'Estate Gazette' marketing mentality i.e. not wishing to see a commercial development shot through with community development and control, proved very difficult to overcome.

Theoretically, the lowering of risk and the reduction of the development timescale, which is in built into the Partnership concept, ought to suggest a lower developers profit and contingencies, but actually it proved impossible to shift entrenched developer expectations and assumptions. The plans produced by KXRLG for the Railway Lands could, under different circumstances, equally well form the basis for similar negotiations and agreements with developers, as were achieved in Spitalsfields in May 1990. At Isledon Road in Islington, a community development company was set up to develop some 10 acres of land, and other examples of community development can be cited at Coin Street, North Kensington etc.

There can be few more intelligent means of securing real inner city regeneration than to have local people, via an electoral system within an accountable and democratic Community Development Group, sitting as equal partners in a Community Development Trust with experienced fellow trustees from both the public and private sectors, addressing on a regular basis issues of employment, training, housing and so on. This can be most effectively achieved where the Trust is actually in direct control of land and responsible for its development and estate management. The machinery of development is thus opened up to public scrutiny. Trustees would have to regularly consider aspects of interest rates; landlord and tenant legislation; the property market, allocation and management policies and so on. The process is enormously confidence building (something many inner city communities lack) and ensures a real and continuing investment of local people in their area. The Community Development Group becomes a forum for on-going debate about these matters at local level. A Trust can be a means of securing increased funding into an area and ensuring the benefits accrue to the locality (rather than marginal wards) and priority is given to local people and their needs.

For this to happen, however, there has to be genuine partnership based on respect, trust and credibility. If this is not to be a partnership between cat and mouse, there needs to be a movement away from entrenched positions on all three sides and the gradual acquisition of a common language. A much more level playing field is required in terms of access to resources and political checks and balances. The development of alternatives by the KXRLG and then the comparison with LRC and KXT proposals is a major step forward in this process. It is

incumbent upon both public and private sectors to re-assess their positions in the light of this experience and the plight of the inner cities generally.

There is clearly a critical role for the private sector to play and for planning gain processes to play in inner city regeneration. But this should not be the only arrow in the quiver. The private sector should be left to get on with what it is best at, rather than being expected to act as a proxy supplier of public services, and a proxy strategic planning and transport authority. With the collapse of the office market and the rocketing estimates in the cost of construction of the Terminal, there are sound practical reasons as well as arguments in principle for wishing to see a more balanced approach to the problem than has been achieved in the last twenty or thirty years. Within a strategic planning framework, a 'Life Belt' approach could be developed (c.f. the 'community needs' strategy of the first alterations to the GLDP). This should ensure a proper balance is struck in areas like Spitalfields and Kings Cross, between the legitimate interests of business and the survival and prosperity of existing communities. The analyses carried out at Kings Cross suggest that such a balance can be obtained either by a combination of public and private investment or by the derivation of credible and accountable measures of public intervention and development. In any event a genuine partnership should be forged between the public, private and community sectors.

Much clearer strategic and local planning briefs are required. At local planning level, a far greater level of local community responsibility and participation is required. And for this to happen, therte must be far greater access to neutral, affordable and experienced technical aid. There is no real reason why the same process of development plannning and control should be practised whether one is in the Orkney Islands, Berkshire or Kings Cross. Certainly a 'Life Belt' approach could well re-assess and change the whole machinery of planning and development having regard to its implications for balanced growth and community development. In this way, the growing "us" and "them" syndrome might begin to be addressed.

This way London has a future, a civilised future, rendering it worthy of World City status. To do otherwise is to invite continued conflict, polarisation, inefficiency and waste.

4: The Brief for the Railway Lands Proposals

The People's Brief and Camden's Brief

All the KXRLG options are based on the People's Brief. In addition they are based on Camden's Brief (Appendices 1 and 3), except that the team were asked to look at reducing parking provisions for each household from 1:1 to 1:4.

All the options were required to:

- Maximise socially affordable housing, based on Parker Morris standards. Create a safe, attractive and sustainable new community.
- Maximise potential for local employment and minimise the need for training.
- Provide a wide range of community facilities.
- Minimise environmental and traffic and transport impacts.
- Retain and use all listed buildings, refurbishing them where necessary to create a Heritage Centre and Heritage Trail through the site. New buildings should blend in with existing buildings and be of similar heights.
- Retain and enhance the commercial and leisure use of the Regent's Canal.
- Retain and enhance Camley Street. Include as much safe and controlled interconnecting green space as possible ensuring maximum possible integration with surrounding urban fabric.
- Reduce the office content compared with the LRC and KXT schemes.
- Retain all existing housing on site.
- Retain as many existing on site jobs as possible and make positive provision for relocating socially useful services.
- Encourage maximum use of public transport and use of rail and canal for freight. Encourage walking and cycling through integrating pedestrian and cycle routes throughout the site.
- Include a relocated Thameslink Station with connections to the Midland mainline and East Coast lines, a station on the North London Line and re-open York Road station on the Piccadilly line.
- Retain proposed Kings Cross- versus St. Pancras concourse and LUL improvements.
- Consider the use of off site land like the Islington Triangle, and the north of the New British Library, and the possible off site gains, including local schemes of traffic management such as a modified St. Chads Place gyratory and closure of Copenhagen Street to through traffic.
- Not accommodate a low level Second Channel Tunel Terminal under Kings Cross.

The Railway Lands Options

After careful consideration and discussion with the Team, it was agreed that there would be three Railway Lands options drawn up for comparison with the LRC and KXT options. All would meet the brief given above.

Option 1a: This option assumes a terminal at Stratford with half length trains running into St. Pancras for connections North. Trains could also run into Euston if so required. This proposal would not require alterations to St. Pancras Station itself but would require railway lines across the north west corner of the site connecting the North London Line to St. Pancras. This means that the traffic and transport impact imposed by the terminal would be less than 50% of that of the LRC and KXT schemes. There are no additional safety problems unless the Speyhawk scheme is implemented without amendment to its safety requirements. In addition Camley Street is retained and the canal is not affected. Furthermore the 17 acres of homes, shops and jobs south east of Kings Cross Station are also unaffected.

Option 1b: This option assumes the terminal at Stratford and no rail connections to Kings Cross.

Note: For both option 1a and option 1b the minimum office content to pay for community needs consistent with an Internal Rate of Return of 10.0 - 11.0% is assumed.

Option 2: This option is as option 1b, except that Local Government, Central Government and EEC money is used to further reduce the office content required.

The Development of the Brief

Preparing a brief like this was an interactive process between the Steering Group and the Team. Although major gains could be obtained by reducing infrastructure costs and sensible phasing of construction, the following were made clear to the Steering Group by the Team at an early stage:

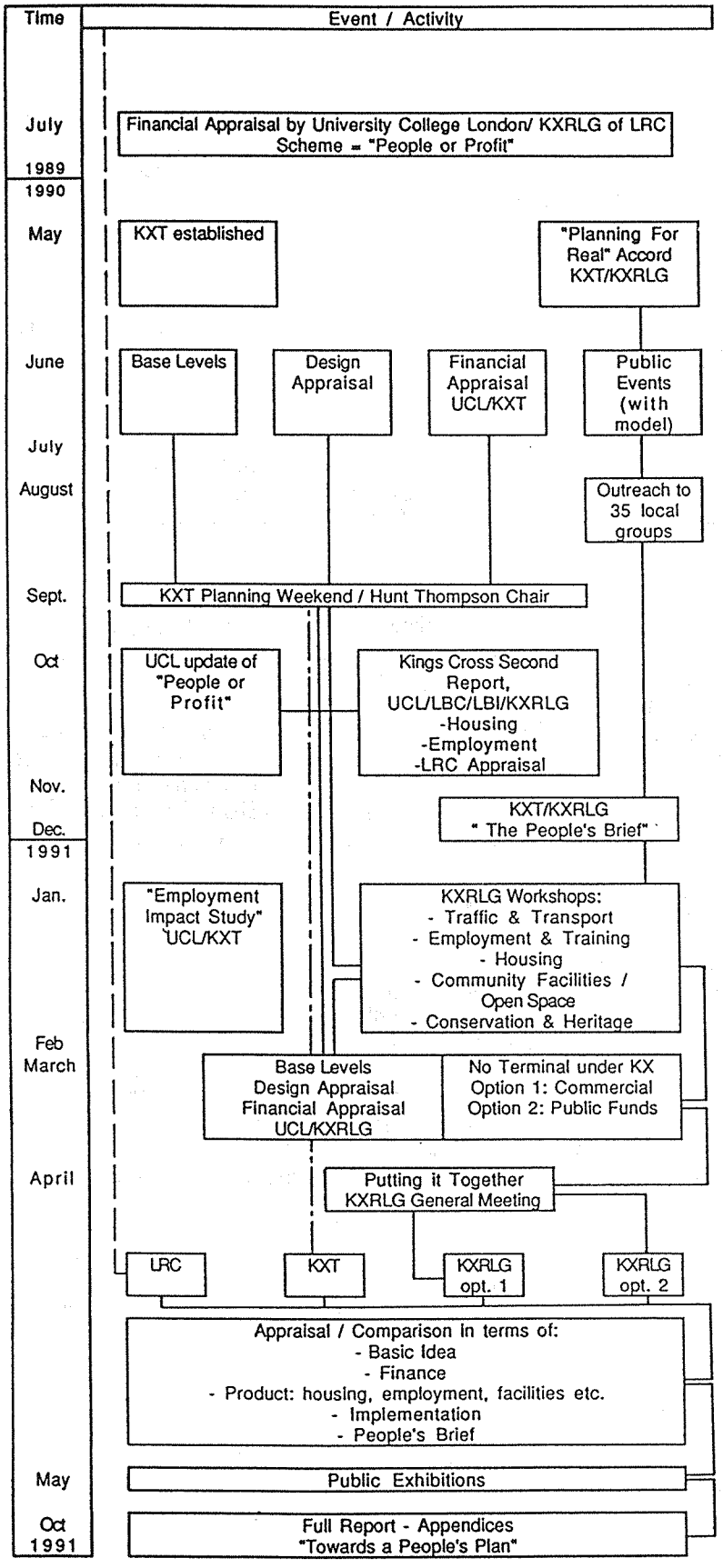
- The railway lines between the North London Line and St. Pancras would reduce the land available for housing.
- The railway lines between the East Coast main line and the new Thameslink station would require decking over. The minimum cost of this would be an access road for the Housing Area.
- Relocation of the waste transfer station on the site might cause problems in obtaining suitable road links within Camden.
- Housing, particularly family housing, to modern standards requires lots of land. Housing could therefore be restricted to the land between the railway lines in 1a, the live and work units along York Way and the heritage area.
- The re-opening of both canal basins further reduces the available developable land.

The Steering Group accepted these restrictions, but stressed the need to maximise family housing. Using roof gardens should be considered and if appropriate divergence from the breakdown of numbers of units with more than 2 beds could be considered. The team were also urged to consider introducing family units into the Heritage area, the live and work units alongside York Way and the area currently occupied by the Waste Transfer Station and the disused St. Pancras Coal Drops.

In addition use of the Islington Triangle would not allow direct comparisons with other schemes. The group made it clear that the plans and comparisons should include the triangle and possible surplus land on the northern part of the British Library site, together with any additional revenue from this use, but as an extra, not part of the main comparison.

It was on this basis that the Team produced the three Railway Lands options.

5: Methodology



6: Summary of workshop findings

Introduction

By December 1990, Stage 1 of the Planning for Real exercise had been completed and 'The People's Brief' published. Over the following months to May 1991, Stage 2 of the exercise, again steered by the KXRLG, sought to build upon that work by examining issues through a series of six topic based workshops:

Workshop	Date	
Traffic & transport	Saturday	2 February
Employment, training & commerce	Saturday	16 February
Housing	Saturday	2 March
Community & leisure facilities & open space	Saturday	16 March
Conservation & heritage	Saturday	23 March
"Putting it together"	Saturday	6 April

Each workshop was held at the TGWU, 308 Grays Inn Road, from 2pm to 5pm. They provided a meeting point between local people and 'experts' to discuss specific problems and possible solutions. A full report of the proceedings of each workshop is contained in Appendix 6 to this Report.

The findings of each workshop were fed into successive workshops and into the processes of designing both KXRLG 1 and 2. These findings encompassed both physical and non-physical considerations eg. organisation and funding. The sixth workshop 'Putting it together' afforded the main opportunity to collectively tie together ideas and designs into final draft master plans. These were subsequently presented to a general meeting of the KXRLG at the Great Northern Hotel on 22 April 1991. Following this meeting, plans, text and financial/planning appraisals were finalised in time for the Press Launch. This was held on May 1 at the Shaw Theatre, with Frank Dobson MP, Chris Smith MP and Stan Newens MEP present. A Public Exhibition was held simultaneously at St Pancras Library/Shaw Theatre in Camden and Caledonian swimming pool in Islington from 29 April to 10 May 1991.

Transport workshop findings

(i) Roads and public transport
- New development should solve transport problems not create them.
- Existing traffic blackspots need improvements.
- Modified St Chads Place gyratory scheme endorsed.
- Area-wide traffic calming and management measures required to main roads and adjoining side streets eg. close Pancras Road and Copenhagen Street except for local access.
- Lower density, more mixed development than that proposed by LRC will place less loading on road and public transport systems (already congested).
- Integrate Railway Lands development into neighbouring areas with convenient and safe through bus, foot and cycle links.
- Opportunity for model development along 'healthy cities' principles: low car parking standards (0.25 per dwelling unit adopted); priority for safe internal greenway system of public transport, cycle and pedestrian routes; full disabled access.
- Conventional residential road layout avoiding ill-lit and unsafe courtyards, alleys etc.
- Keep HGV's off local roads; more use of rail and light vans for distribution.
- Use canal for transport of construction materials and removal of spoil. Open up former Coal Dock for this purpose.
- Priority to public transport and improvements to existing public transport services and safer more attractive pedestrian routes.
- New station to be opened on North London Line at Maiden Lane.
- York Road station to be re-opened.

• New coach/bus station required, possibly in the vicinity of Goodsway or on surplus land on the British Library site.

(ii) Major BR/LUL work.
• All BR/LUL proposals must be cost effective. safe, environmentally acceptable and public transport-led rather than development-led.
• Opposition to a second Channel Tunnel Terminal under King's Cross. Stratford preferred for this purpose. Options KXRLG 1B and 2 to be prepared on this basis.
• Option KXRLG 1A to investigate a Stratford-St Pancras "two-handed" arrangement utilising half-length passenger trains along the North London Line. Connecting into improved 'throat' works to St Pancras (eg. Manufacturers Hanover proposal). This would require four Channel Tunnel platforms and four Intercity/Midland mainline platforms at St Pancras. Implications for North London Line, freight movement, connections to national rail network, Euston etc to be further investigated.
• Fixed points 'B' and 'C' on Plan BR9 in the index of exhibits, accompanying the King's Cross Railways Bill were considered artificial and expedient; not absolute constraints. Feasibility study commissioned of alternative surface-level terminal accommodated wholly on the Railway Lands.
• New Thameslink station supported. Posford de Vivier sub-surface option (scheme B) selected - modified slightly to avoid damage to Camley Street connections to Midland Main Line and East Coast Main Line.
• Support for St Pancras/King's Cross concourse, improved interchange facilities and LUL safety improvements.
• Retain suburban services at King's Cross and upgrade station to modern standards.

Employment, training and commerce workshop findings

• New development should achieve a genuine increase in jobs in the local economy, open to local people including those currently unemployed and the disadvantaged.
• South of Goodsway, at least for KXRLG 1, was considered appropriate for activities of Borough and Metropolitan order eg. department store, office development, conference, trade, tourist and transport uses.
• The bulk of the Railway Lands represent an opportunity to reverse existing trends and establish the necessary organisational structures and procedures to secure a model development of affordable workspace geared to local needs and future aspirations.
• Such structures and procedures should include a substantial element of local community involvement and control of relevant employment and training initiatives as well as effective means of monitoring and enforcing legal and other agreements.
• KXRLG 1, in particular, should secure legally enforceable job quotas and employment agreements. Current training targets (5%) are unacceptable. It should also incorporate enforceable B1 (C) user clauses and explore opportunities for a linked series of Enterprise, Heritage and Training Trusts.
• Cheap land and floorspace must be secured to provide an appropriate range and mix of light industrial units including sheltered workshops, managed workspace, starter units and live and work units. Such land and (converted) floorspace could be under the direct control of Enterprise and Heritage Trusts to hold, develop and manage. It may be gifted to such Trusts under a S106 Agreement (KXRLG 1) or acquired by a properly funded and locally accountable public development agency (KXRLG 2).
• An early development within KXRLG 1, possibly by an Enterprise Trust, on the York Way frontage, north of the canal, could test out the feasibility of "pairing" workshops and other enterprises above and below the rental baseline of economic viability to achieve cross-subsidisation; sustainability and linkage with on-site training, enterprise support and starter initiatives.
• Arts, cultural, recreational, and retail employment opportunities should be maximised particularly within the Goods Yard complex and south of Goodsway.
• Development on site of a Training Resource Centre, Trade Union Centre and One Stop Job Shop. Team training is required to ensure take up by local people of construction jobs.
• Retention on site of as many existing businesses as possible – prioritising those providing higher than average local employment and having small land requirements.

• Marginal sites, unsuitable for residential development eg NW corner (KXRLG 1A) and the Islington triangle, are suitable for relocation of waste transfer site, new combined heat and power plant, relocation of concrete batching plants and possibly, non-conforming industrial users from elsewhere in the two Boroughs.
• New development should include affordable day care facilities and apply equal opportunities policies.

Housing workshop findings

• Any development of the Railway Lands should be housing led. This is the most urgent and widespread need in the local community.
• The Railway Lands, and new housing provision thereon, should not be viewed in isolation from the rest of Camden's housing stock. Much more research is required into the capacity of existing stock for improvement in terms of allocations, under occupancy etc.
• Serious concern expressed about off site effects of new development of the Railway Lands in terms of actual loss of affordable housing through right to buy; rent increases; and gentrification. UCL Social Audit has estimated this as a loss of 50% of local social housing. Measures must be devised to avoid this.
• KXRLG options should view the Railway Lands as an opportunity for a model development of affordable housing with priority for family housing but also provision made for non family households including single people, the homeless and special needs accommodation.
• The retention of existing housing onsite eg. Culross House and Stanley Buildings will go some way to meeting the needs for non-family accommodation.
• Support for the 1850 social housing units targetted in the Camden Planning Brief but some concern about the specified mix.
• Some support for increased role for the Council as a direct provider of social housing. In the absence of any direct Council involvement, the workshop supported Housing Associations as the main providers of affordable housing.
• In addition however, a greater diversity of provision was required, involving local Co-ops and Housing Associations, particularly from the Black and Ethnic Minorities. This, together with a more incremental smaller scale pattern of development would go some way to securing sustainable community development.
• New housing development should occur in each phase of the development programme and be accompanied by a complementary level of shopping and community facilities.
• One of the KXRLG options should be based on the Local Authority having first option to buy wherever a statutory undertaker's land becomes surplus to requirements.
• In addition to possible Council and Housing Association/Co-op involvement, a Community Trust would increase the housing potential of the site to meet local needs, it would attract more funding, could be directly accountable to the local community, and could oversee cross-subsidisation and monitoring of the scheme.
• One of the KXRLG options should have more housing for sale than the other. (KXRLG 1 - 33% for sale; KXRLG 2 - 25% for sale).
• Potential conflicts of lifestyle within the new community could be further overcome by high quality design specification and local management. Building design and layout should be flexible enough to allow for change.
• The 'Bloomsbury' 4 storey (courtyard) block was considered appropriate as a model. Mixed uses were also supported eg. live and work.
• Housing design and layout should be conventional with exploitation of opportunities for energy conservation wherever possible.
• Given the level of demand, families should be housed above other families, on the second and third floor with roof gardens and safe internal access to secure communal gardens within the court.
• Suggestions for after-use of construction workers accommodation ranged from student and/or tourist accommodation to low-cost hotel accommodation.

Open space, sport and recreation, arts and entertainment, and community facilities workshop findings

(i) Open space
• A variety of safe, managed, attractive open spaces, distributed throughout the new development and linked by greenway/pedestrian routes are required.
• Opinions differed on 12-60 acre local/district parks. No Local Authority capital or revenue funding available. Small majority considered them potentially unpractical and dangerous, particularly if not overlooked, or surrounded by offices.
• Management and maintenance is very important. Ideally this requires on-site full/part-time staff. Support for local management setting up and running community gardens eg. Calthorpe Project; Coram's Fields (4 acres net of Astroturf).
• Support for safe communal open space within housing areas eg. York Way Court Estate.
• Need for flexibility and a "loose-fit" arrangement to allow for change and evolution.
• Potential must be realised of Canal corridor for high-order open space and integration of new development into its surroundings.
• Retain Camley Street park.
• Improve links with adjoining open space eg. St Pancras Gardens.
• New open space will require special legal protection to prevent its subsequent sale/loss as open space eg. conveyed in perpetuity to a Community Trust.

(ii) Outdoor sports and recreation
• A network of sub-standard football pitches and/or informal open active play areas should be provided and linked to the footpath/cycle network.
• Possible potential, off-site, eg. surplus British Library site, for larger sports and recreation shared surface.
• Improved facilities required for canal cruising, also canoeing. Sailing is difficult on this part of the canal. A working boat environment rather than the artificiality of St Katherine's Dock was preferred for any re-opening of the old Coal Dock and Granary basin.
• Canal towpath should be an effective part of a strategic London walk system and linked in to a Heritage Trail across the site.

(iii) Arts and Entertainment
• Site has opportunities of metropolitan and national order eg. National Dance Centre. These will bring allied activities and employment.
• Goods Yard complex of buildings ideal for this purpose.
• Local artists should be directly involved in the design and construction of the development itself eg. street furniture.
• Local people and artists and those with special needs must be able to afford to use the new facilities, rent studio, rehearsal and similar space in any new development of this kind.
• Concessionary life or leisure cards for Camden/Islington residents.

(iv) Community facilities
Certain of these items relating to community provision were not discussed at the workshop as they had already been thoroughly included in the relevant KXRLG Working Party Reports and endorsed at quarterly KXRLG meetings (see also Peopl's Brief).
• Support for indoor sports centre comparable to YMCA, Tottenham Court Road.
• Support for a primary health care centre.
• Support for new library with reference section.
• Support for a community centre with a hall capable of holding 100 people, located at the heart of the new residential development.
• Support for a network of small-scale, sub-community centre activity rooms allowing, principally, for parent and child centred initiatives under direct community control eg. day care, health advice, drop-in, vegetable growing.
• Support for a creche for under 5 year olds of residents on a full - time (8am-6pm) all year basis.
• Support for youth clubs

Conservation and Heritage workshop findings

- Railway Lands contain a unique assemblage of inter-related Victorian railway architecture and engineering works - termini, hotel, housing, Goods Yard, transhipment - road, rail and water.
- The wide assemblage should, as far as possible, be preserved and enhanced by sensitive restoration, conversion and management. All listed buildings should be retained.
- The whole should be brought within the control and management of a Heritage Trust.
- A Heritage Trail and centre should be formed to open up and explain the King's Cross story.
- The character, grain and scale of development, particularly south of Goodsway, should form a model for new development in the area.
- The character of existing Conservation Areas should not be destroyed by development of the kind proposed by LRC.
- Support for the views of the King's Cross Conservation Areas Advisory Committee, members of which advised the workshop of their specific proposals for all the listed and other buildings of local and contributory interest on the Railway Lands.

7: Introduction to the four schemes

For more than a decade now a number of debates have been taking place on the subject of inner London development. The period has been one in which issues of national importance have been at the forefront of wider political debate. And in the discipline of Strategic Planning there have been long discussions on the rapid fire series of policies for the inner city in which solution after solution has been flung in the direction of areas of dereliction to gain political recognition. The underlying study in the following chapters is about the relationship which should exist, if there is to be any chance of success in the declared aim of evening - out the unequal growth of commercial development at the expense of social and community benefit.

The chapter on "big issues" (Chapter 3) has already presented some of the main lines of strategic debate around the proposals for the Railway Lands. There exists however, many other contrasts between the schemes, and the conceptualization of the underlying forces of change and the structural relation through which these operate are, by thier very nature, relatively complex. The following chapters, therefore, attempt to simplify the issues at hand and try to capture the essence of each development proposal in such a manner as to make them comparable. Chapters 8 to 11 present all the features of each proposal individually, listing our analysis of each on the assumptions as listed in our appendices and touched upon below. Chapter 12 focuses on the main differences between the proposals, differentiating and comparing the certain marked and wide ranging implications for the Railway Lands as various financial, political and other parameters are changed.

Employment Assumptions

All employment estimates are based on two criteria: the % net usable floorspace (because some space must always be used for ancillary purposes) and worker/floorspace ratios based on information supplied by the London Research Centre. All schemes are examined on the same basis.

Against this background, the worker/floorspace ratios, as used in the following chapters, are presented in the following table under five rather broad land use categories:

Table 4: Worker/Floorspace ratios/sqm

Land use category	Worker/floorspace Ratio
Offices	20.3/sqm
Industrial	29/sqm
Retail	23.3/sqm
Leisure/Community	42/sqm
Hotel	0.9 persons/bed

While office job figures dominate the employment text in the following chapters, it must be noted that LRC admit that the local take up of these jobs will be 7% without training and 11-13% with training. It is therefore interesting to note that thier target of 25% local take up for the entire scheme must therefore be made up by other sectors. This would require a local take up of over 50% in the other sectors which is by any standards rather unrealistic.

Housing Assumptions

We have examined all proposals on the same basis. Calculations have been based on aggregate space standards recommended by the Parker Morris Committee. However, even after more than two years the percentage breakdown of units in the LRC scheme has not been declared. In this report we have strived to credit LRC with the benefit of the doubt and assumed that they would not seek to create more than a balanced breakdown of units with normal adopted space standards.

KEY
Brown = housing
Black = office and commercial
Green = open space
Note that within these predominant uses are contained a mix of community facilities, shopping, light industry, leisure and recreation

PLAN 1

LRC

8: The LRC Proposal (Plan No 1)

Introduction

The scheme here described and analysed is predominantly based on the July 1990 LRC proposal. We are aware that certain revisions may have occurred since that date but these have not been made public at the time of writing.

Financial

Internal Rate of Return (IRR)
The estimated IRR for the scheme works out at 9.5%. This is on the basis that there will be an initial payment of £400m to the landowners and £30m to the Department of Transport for a new gyratory. The IRR of the scheme would otherwise be 15.0%.

Land Payment
LRC are assumed to pay for the land through an initial payment of £400m to the landowners which would be an advance against a 70% landowners' share in surplus profits occurring after the developer has earned a 20% mark-up on the scheme's cost. Only the £400m initial payment is allowed for in our estimates.

Gifted Land
The scheme gifts all land intended for social housing. Given the quantity of social housing thought to be envisaged, it is expected that the acreage would be of the order of 23,000sqm.

Cost of Construction
Due to extensive decking, the cost of construction carries with it a high gross cost of infrastructure, estimated at £333m. This creates the need for very large sums to be borrowed in the initial stages of the scheme and therefore stimulates the need for a greater % of property with high forecast revenue return e.g. offices in the early phases of the development programme. This also creates the stimulus to design buildings with high densities in order to increase net rentable floorspace and to create a master plan which opens up otherwise unattractive backland.

Planning Gain
We understand that planning gain has been offered to Camden and Islington in the form of a £5m payment to support training initiatives together with a £30m payment to meet the cost of a new preferred DTp. gyratory. We understand some additional social development both on and off site is cross subsidised out of the profits from the scheme albeit in the later phases of the development programme. In planning law this can be a 'material consideration' in deciding whether to approve the application.

Housing (total 150,962sqm)

Social Housing:
One third of all housing in the development on the Railway Lands site is believed to be intended for social housing. This amounts to 50,321sqm of floorspace. The scheme does not meet the social housing brief. Nor does it meet the cost of construction or the cost of infrastructure e.g. roads, sewers etc. It will be up to Housing Associations to raise the required finances. The scheme runs the risk of attaining less social housing than intended should Housing Associations be unable to raise funding.

Private/Commercial Housing

Two thirds of all housing in the development would thus be for the open market. This amounts to 100,642sqm of floorspace. We assume it is sold leasehold, rather than rented.

General Note : All existing housing on site will be demolished.

Training and Employment (total 25,524 jobs on site)

Training Facilities
Training Trust being set up with Local Authorities and KXRLG.

Phasing Implications
Likely job creation in advance of new residents on site.

Construction
Likely to be non-traditional and to some extent high tech construction techniques, relatively ill-suited to skills of the existing labour force in the area.

Offices
89% of the estimated 25,524 jobs created in the development are expected by LRC to be in offices. This amounts to 22,814 office jobs. 65% of the total floorspace created in the development (544,858sqm) is given over to office use.

B1/B2 (Industry)
The scheme has 18,580sqm of industrial floorspace, none of which will be built until the third phase (six years into the development). It is envisaged that this and other development will displace most of the existing industries on site. There would be 577 jobs in the industrial sector.

Retail
27,870sqm of shopping floorspace providing a total of 1,082 jobs in the retail sector

Community/Arts/Leisure
Even after two years, there is no clear indication of the total floorspace devoted to community, arts or leisure facilities, let alone specific facilities. However, on the same basis of examination to that of the other schemes, this scheme offers an estimated 16,772sqm of floorspace for community purposes. This could be a gross over estimate, but assuming it to be correct there would be 359 jobs in the community sector.

The scheme offers an estimated 16,722sqm of floorspace for arts and leisure facilities, producing around 359 jobs in the Leisure industry.

Hotel
A hotel of 9,290sqm (250 beds) is proposed for the site. The hotel grade is unspecified. We estimate this would produce around 333 jobs. All existing hotel jobs on site would be lost with the demolition of the Great Northern Hotel.

Transport

Channel Tunnel
A new second Channel Tunnel Terminal is planned by British Rail for the site, and will be located at low level under Kings Cross Railway Station. This involves demolition of some 17 acres of property south east of the site, principally in the London Borough of Islington, together with much existing property on-site. New rail connections are formed on site to Midland and East Coast main lines.

Thameslink
The Existing Midland City Thameslink Station on Pentonville road will be closed and Thameslink trains will be allocated four platforms in the new Channel Tunnel Terminal.

Kings Cross Suburban Services
These are diverted to St. Pancras across the Northern part of the Railway Lands.

Gyratory
A gyratory scheme has been designed and exhibited by LRC on behalf of the Department of Transport. It is focused on the York Way/ Pentonville Road/ Grays Inn Road/ Euston Road junction and proposes an increase in capacity through widening of Pentonville Road.

Canal
As far as we are aware, there have been no proposals to use the canal for commercial material transport or public transport, either in the short term (after the canal has been drained for British Rail's construction requirements and refilled) or the long term.

East-West Road Link
There is a cross-site road link proposed for the site. It dissects the southern part of the site and does not align itself to any existing roads on site.

Parking standards/Traffic Calming
Parking standards for the housing have been fixed at 0.75 per d.u. We are not aware of any proposals for traffic calming for any part of the scheme.

Pedestrian Ways
Pedestrian ways do exist in the proposed development. However due to the high density and volume of the development, pedestrians and wheelchair users are required to negotiate 'exaggerated' ramps and decks to penetrate of the site from the west.

Cycle Routes
No commitment has been shown to integrate the site with the Council's cycling programme objectives (which are part of a greater 1,000 mile Strategic Cycle Route Network for London).

New Transportation Facilities
A new train station (as part of the North London Line) is being proposed for the North East part of the site, at Maiden Lane. The re-opening of York Road station on the Piccadilly Line is not envisaged. A new internal rapid transit network is proposed to run north - south through the site.

Open Space

Community Space
There is little or no formal Community space proposed in the scheme, for the new residential population (estimated at 6,360 persons) or surrounding neighbourhood communities.

Public Space
A total public space of 76,500 sqm is being proposed mostly for the centre of the scheme. The space is almost entirely overlooked by offices and Camden Leisure and Recreational Department are on the record as having no revenue funding available to maintain or supervise it.

Camley Street Natural Park
Camley Street will have to be destroyed in order to build the new connecting rail lines and terminal using the 'cut and cover' method of construction. The development of a new park (also called Camley Street) is then expected to commence largely on decked land. We understand the scheme proposes to extend the size of the existing park by about 1,000sqm.

Regent's Canal
Due to the cut and cover method of construction by British Rail, it is expected that a section of the canal together with St. Pancras Boat Basin would have to be drained for a considerable period of time. The scheme proposes to extend the canal into the southern part of the site and introduces 'water activities' to this stretch of the Regent's Canal. This will require a dam to be

built immediately above part of the proposed international underground station and concourse, with questionable implications for public safety.

Conservation and Heritage
There appears to be little or no recognition of the unique Victorian railway architecture and engineering heritage contained within the site. Several listed buildings are demolished (some to be rebuilt) or otherwise partly damaged. Other groups of buildings, notably in the Goods Yard are demolished either in whole or in part. No reference to a Heritage Centre, Trust or Trail is made in the development proposals.

Urban Form/Density
Building heights on the scheme range on average from 8-10 storeys for offices, except for two 44 story office towers on the North East part of the site (equivalent to the Nat-West Tower in height). Housing blocks, from what can be surmised, are in the range of 6-7 storeys high.

Environmental / Traffic Impact
Once built, an office dominated scheme incorporating a BR Second Channel Tunnel Terminal will inevitably be characterised by high peak hour movement patterns and consequent heavy loading on the existing road and public transport system including several adjoining roads, some largely residential in character, which are already operating at or near full capacity. Construction impact, particularly when considered with the associated rail works, is likely to be very severe. The visual impact, together with loss of daylight and sunlight, local wind effects etc. of the two 44 storey blocks has yet to be adequately assessed.

Implementation and Management
This is a conventional commercial development package. It has little or no recognition of, let alone commitment to, the involvement of the local community in the control and management of any part of the scheme.

PLAN 2

KXT
KINGS · X · TEAM
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ROOF PLAN

NOVEMBER 1990
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9: The KXT Proposal (Plan No 2)

Financial

Internal Rate of Return (IRR)
The estimated IRR for the scheme works out at 12.0%. This is on the basis that there will be no initial payment to the landowners and no payment to the Department of Transport for a new gyratory. The scheme has been costed on the assumption that it meets the cost of constructing all social housing (estimated at £184.5 m). The IRR of the scheme would otherwise be 14.0%.

Land Payment
We understand that KXT are proposing to pay for the land by offering a % share of the profits (the % share has not yet been negotiated).

Gifted Land
The scheme gifts all land intended for social housing. Given the quantity of social housing proposed, it is expected that the area will be in the order of 85,000sqm.

Cost of Construction
The scheme has a significant amount of building on decked land. The cost of construction therefore carries with it a medium/high gross cost of infrastructure (£272m). This creates the need for significant sums to be borrowed in the initial stages of the scheme and therefore necessitates development of a substantial % of property with high revenue return e.g.offices.

Planning Gain
As far as we are aware, there is no formal offer of planning gain in this scheme beyond the socially useful elements in the composition of the scheme itself, which are, themselves, substantial e.g. social housing.

Housing (total 223,779sqm)

Social Housing
Two thirds of all housing in the development is intended as social housing. This amounts to 149,186sqm of floorspace. Because of the collapse of social housing funding in Britain, KXT's scheme adopts the precautionary measure of providing this housing, if necessary, from the profits elsewhere in the scheme. The scheme goes a long way towards meeting the social housing brief.

Private/Commercial Housing
One third of all housing in the development will be for the open market. This amounts to 74,593sqm of floorspace.

Training and Employment (total 18,810 jobs on site)

Training Facilities
The scheme is committed to creating the necessary physical infrastructure and services to assist the local community in searching, training for and securing employment.

Construction
Likely to contain a significant element of non-traditional, and to some extent, high tech construction techniques, relatively ill suited to skills of the existing labour force in the area.

Phasing Implications
The scheme divides into five phases, each phase roughly incorporating an equal amount of floorspace over the ten year programme. In this way the residential sectors will evenly 'grow' in accord with likely local job creation.

Offices
The scheme has 373,665sqm of office floorspace. 15,644 jobs created by the development will be in offices.

B1/B2 (Industry)
The scheme has 35,855sqm of industrial floorspace. This will provide approximately 1,116 jobs in the industrial sector.

Retail
The scheme has 20,758sqm of retail floorspace, producing 770 jobs in the retail sector.

Community
The KXT scheme offers 21,334sqm of floorspace producing 460 jobs in the community sector.

Arts/Leisure
The scheme offers 21,337sqm of arts and leisure facilities producing 460 jobs in this sector.

Hotel
A hotel of 15,000sqm (300 beds) is proposed for the site. The hotel grade is expected to be in the three star category.This will produce 360 jobs in the hotelier sector.

Transport

Channel Tunnel
A new second Channel Tunnel Terminus is planned by British Rail for the site, and will be located at low level under Kings Cross Railway station. This involves demolition of some 17 acres of property south east of the site, principally in the London Borough of Islington, together with much existing property on site. New rail connections are formed on site to Midland and East Coast mainlines.

Thameslink
The Existing Midland City Thameslink Station on Pentonville road will be closed and Thameslink trains will be allocated four platforms in the new Channel Tunnel Station.

Kings Cross Suburban Services
These are diverted to St. Pancras across the northern part of the Railway Lands.

Gyratory
The Department of Transport's preferred gyratory scheme is not included in the scheme.

Canal
There are proposals to use the canal during the necessary British Rail construction works and after.

East-West Road Link
There is no cross site vehicle road link proposed for the scheme. This is to avoid 'rat-running'. Instead there will be internal loop roads. Only pedestrians and cycles can cross the site.

Parking standards/Traffic Calming
Parking standards for the scheme have been fixed at 0.75 per d.u.. Proposals for traffic calming are an intergral part of the scheme.

Pedestrian Ways
A major new pedestrian way will be built to link the new Arts/Leisure centre with the new Channel Tunnel Terminal. Pedestrian ways will ensure facilities on site are directly accessible to surrounding communities.

Cycle Routes
The scheme will link with existing routes in Camden and Islington. Cyclist and pedestrians will take precedence over motorists.

New Transportation Facilities
A new train station (as part of the North London Line) is being proposed for the North East part of the site, at Maiden Lane. A new and regular internal public transport service will run through the site linking the southern terminal/office areas with the central arts/leisure centre and the Maiden Lane shopping centre and railway station in the north. Bus routes will also link with Camden Town, the Angel and Euston.

Open Space

Community Space
It is proposed that the scheme will create community gardens in all housing blocks. The cumulative size of these gardens is 34,000sqm.

Public Space
In addition to the revitalised Canal corridor, there are three formal Community/public spaces proposed in the scheme, for the new community (estimated at 8,771 persons) and the surrounding neighbourhood communities.

Camley Street
Camley Street will have to be destroyed in order to build the new rail lines and terminus using the 'cut and cover' method of construction. The development of a new park (also called Camley Street) is then expected to commence. The scheme carries a proposal to extend the size of the park to 20,500sqm..

Regent's Canal
Due to cut and cover method of construction by British Rail, it is expected that a section of the canal together with St. Pancras Boat Basin would have to be drained for a considerable period of time. The scheme introduces 'water activities' to this stretch of the Regents Canal.

Conservation and Heritage
There is clear recognition of the unique Victorian railway architecture and engineering heritage contained within the site. Every effort has been made to retain all listed buildings (some to be rebuilt) and the bulk of the Goods Yard Complex. The Great Northern Hotel is retained, Heritage Centre and Heritage trails are to be developed across the site.

Urban Form/Density
Building heights on the scheme range from 3 to 9 storeys with a dense area of predominantly office development, much on deck, formed between the canal and the mainline termini to the south.

Environmental/Traffic impact
Once built the scheme would probably be characterised by significant peak hour movement patterns and consequent heavy loading on the existing road and public transport system, including several adjoining roads, some largely residential in character and already operating at or near full capacity. Construction impact, particularly when considered with the associated railway works, may well be very severe.

Implementation and management
KXT are committed to investigating a wide range of partnership opportunities with both public sector and community groupings. These might well include the establishment of Community Development Trusts or interconnecting Trusts, as well as opportunities for more direct local management and control of various elements of the scheme.

10: The KXRLG 1A and 1B Proposals (Plan No 3)

Financial

Internal Rate of Return (IRR)
The estimated IRR for the scheme works out at 11.0%. This is on the basis that there will be no initial payment to the landowners and no payment to the Department of Transport for a new gyratory. The scheme has been costed on the assumption that it meets the cost of constructing all social housing (estimated at £160m). The IRR of the scheme would otherwise be 13.3%.

Land Payment
The scheme will pay for the land by offering an equity share (the % share has not yet been negotiated).

Gifted Land
The scheme gifts all land intended for social housing. Given the quantity of social housing proposed, it is expected that the area will be in the order of 75,000sqm.

Cost of Construction
The scheme does not have a significant amount of decking. The cost of construction therefore carries with it a low/medium gross cost for infrastructure (£210m). This does not create the need for significant sums to be borrowed in the initial stages of the scheme and therefore does not require such a high % of property with high revenue return i.e. offices.

Planning Gain
There is no formal offer of planning gain in this scheme beyond the socially useful elements in the composition of the scheme itself.

Housing (total 195,000sqm)

Social Housing
Two thirds of all housing in the development is intended as social housing. This amounts to 130,000sqm of floorspace. Because of the collapse of social housing funding in Britain, KXRLG schemes 1A and 1B adopt the precautionary measure of providing this housing, if necessary, from the profits elsewhere in the scheme. This housing would have to be rented at £33 per sqm per year. The scheme goes a long way towards meeting the social housing brief.

Private/Commercial Housing
One third of all housing in the development will be for the open market. This amounts to 65,000sqm of floorspace.

Training and Employment (total 12,858 jobs on site)

Training Facilities
The scheme is committed to creating the necessary infrastructure and services to assist local communities in searching, training for and securing employment.

Construction
Likely to contain significant elements of traditional construction techniques and is relatively well suited to the skills of the existing labour force in the area.

KEY
Brown = housing
Black = office and commercial
Green = open space
Note that within these predominant uses are contained a mix of community facilities, shopping, light industry, leisure and recreation

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KXRLG 1A & B

Phasing Implications
The scheme divides the total floorspace for each land use equally over the ten year development programme. In this way the residential sectors will evenly 'grow' in accord with likely local job creation and provision of associated shopping and community facilities.

Offices
The scheme has 180,000sqm of office floorspace, producing 8,868 jobs.

B1/B2 (Industry)
The scheme has 39,000sqm of industrial floorspace, producing 1,280 jobs in the industrial sector.

Retail
The scheme has 30,000sqm of retail floorspace, producing 1,290 jobs

Community
On the same basis of examination to that of the other schemes, the scheme offers 22,250sqm of floorspace, producing 530 jobs.

Arts/Leisur5
The scheme offers 22,250sqm for arts and leisure facilities, producing 530 jobs.

Hotel
A hotel of 10,000sqm (300 beds) is proposed for the site. The hotel grade is expected to be in the three star category. This would produce around 360 jobs.

Transport

Channel Tunnel
The only difference between Schemes 1A and 1B is that scheme 1A is designed on the basis that St. Pancras will receive a international service from Stratford and scheme 1B is designed on the basis that there will be no international terminal on site at all. In Scheme 1A, it is envisaged that passenger trains will split at Stratford and a 'two-handed' international terminal arrangement developed between Stratford and St. Pancras, utilising the North London Line and a new link across the north west corner of the site, to the Midland Main Line.

Thameslink 1A & 1B
Schemes adopt the 'Posford de Vivier' Thameslink proposal (scheme B). This would require the existing Midland City Thameslink Station on Pentonville road to be closed and a new Thameslink station to be relocated in a sub-surface station in the southern part of the site. The station would be connected to the Midland Main Line and the East Coast Main Line.

Gyratory
A new gyratory scheme is included, in both schemes, based on a modified St. Chads Place Scheme, allowing widespread traffic calming and retention of frontage along the north side of Pentonville Road.

Canal
It is proposed that the Coal Dock be reopened in order to re-use the canal for the delivery of construction materials and the removal of spoil. The canal is not otherwise affected.

East-West Road Link
There is a cross site vehicular road link although it takes a distinctly less direct alignment than the existing Goodsway.

Parking standards/Traffic Calming
Parking standards for the scheme have been fixed at 0.25 per dwelling.unit. (a low standard by any means, but one set by the Healthy City campaign. Camden is one of only four designated Healthy City project areas in the UK).

Pedestrian Ways
Two major new pedestrian ways are proposed. One is to link the north east section of the site (shopping centre and train station) southwards via a park at the heart of the new housing area, to the new Arts/Leisure centre and then onto the public transport interchange at the southern end of the site. The second east west pedestrian way will link Somers Town, St. Pancras Gardens and an expanded Camley Street park to Copenhagen Street, York way Court and Battlebridge Basin via a revitalised canal towpath system.

Cycle Routes
In both the new pedestrian ways, there will be major cycle pahs traversing the site (in each direction) and linking into existing cycle routes as part of the '1,000 mile London cycling network route. There are also proposals to develop other cycle paths to link up wherever possible to surrounding neighbourhoods.

New Transportation Facilities
A new train station (as part of the North London Line) is being proposed for the North East part of the site, at Maiden Lane. Likewise it is intended to re-open the York Road (Piccadilly) Underground Station. A new and regular internal hopper service or similar facilities will run through the site linking the southern public transport interchange with the central arts/leisure centre and the Maiden Lane shopping centre and train station.

Open Space

Community Space
It is proposed that the scheme will create community gardens in all housing blocks. The accumulative size of these gardens is equal to 41,500sqm.

Public Space
There is one formal Community/public space proposed in the scheme, for the new community (estimated at 8,140 persons) and the surrounding neighbourhood communities

Camley Street
Camley Street will not be destroyed in order to build any new rail lines proposed in this scheme. The scheme also carries a proposal to extend the size of the Park to a total new area of 20,500 sqm..

Regent's Canal
There are no proposals in this scheme that would hinder the passage of any boat through the site. There will be no cut and cover construction by British Rail, and it is expected that the canal and cannal corridor would be positively enhanced to provide a major leisure opportunity serving to properly integrate the new development into its surroundings.

Conservation and Heritage
There is clear recognition of the Victorian architecture and engineering heritage contained within the site. All Listed Buildings and features of supplementary historic or architectural importance are retained, including the Goods Yard Complex. Positive proposals are put forward for rehabilitation, conversion and development of a Heritage Centre and Heritage Trail across the site.

Urban Form/Density
Building heights on the scheme range from 5 to 7 storeys. Total volume is five-eighths that of the LRC Scheme.

Environmental/Traffic impact
Once built, the scheme will probably be characterised by some peak hour movement patterns generating extra loading on the existing road and public transport network. Given the relatively limited new railworks, construction impact is likely to be far less severe than that of either the LRC or KXT Schemes.

Implementation and Management
This scheme inbuilds a wide range of partnership opportunities. These might well include the establishment of a Community Development Trust or interconnecting Trust, as well as wide and varied opportunities for more direct local management and control of various elements of the scheme.

KEY
Brown = housing
Black = office and commercial
Green = open space
Note that within these predominant uses are contained a mix of community facilities, shopping, light industry, leisure and recreation

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KXRLG 1A & B

11: The KXRLG 2 Proposal (Plan No 4)

This proposal is basically a more modest variant of Scheme 1B and differs from it only in the following regard:

Financial

Internal Rate of Return (IRR)
The estimated IRR for the scheme works out at 10.0%. This is on the basis that there will be no initial payment to the landowners and no payment to the Department of Transport for a new gyratory. The scheme has been costed on the assumption that public and European funds meet some of the cost of infrastructure and the construction costs of all social housing (estimated at £148.5m) as a model project of inner city regeneration.

Cost of Construction
The scheme does not have a significant amount of decking. The cost of construction therefore carries with it a low/medium gross cost for infrastructure (£113m). This does not create the need for significant sums to be secured from public sources in the initial stages of the scheme and therefore does not stimulate the need for much property with high revenue return (office floorspace amounts to 4% of what LRC are proposing).

Housing (total 205,000sqm)

Social Housing
Three-quarters of all housing in the development is intended as social housing. This amounts to 153,750sqm of floorspace. Contrary to present circumstances, KXRLG Scheme 2 assumes adequate funding from the public sector; be they Local Authority and/or Housing Corporation, EC and Central Government funds.

Private/Commercial Housing
One-quarter of all housing in the development will be for the open market. This amounts to 51,250sqm of floorspace.

Training and Employment (total 4,942 jobs on site)

The reduction in jobs created on site is due entirely to the substantially reduced office component of the scheme, when compared to KXRLG 1A or 1B. This scheme has 22,000sqm of office floorspace, producing 1,086 jobs. Construction, almost entirely using traditional techniques, should open up many opportunities for local firms and labour. All other employment and training items are the same as scheme 1B.

Urban Form/Density
Building heights on the scheme range from 4 to 6 storeys. Total volume is less than half the LRC scheme.

Environmental/ Traffic impact
The scheme is the lowest in volume and proportionately the most mixed in terms of land uses of the four. Much of the new employment generated can be taken up by local people living on the site or within walking distance. As such, it should occasion relatively limited environmental and traffic impact and, to the extent that it brings into attractive and relevant use, a partly derelict site, it might even be said to be beneficial in these terms.

Implementation and management

A user-friendly mini-New Town (or Village) Development Corporation might be set up. When the Corporation is eventually wound up, all assets could the transferred to the appropriate Local Authorities.

12: Comparison of the four schemes

Introduction

From the foregoing description of the four alternative schemes it should be apparent that the LRC scheme is radically different from the other three. This is not surprising since the KXT and KXRLG schemes have a broadly similar parentage. The People's Brief which was funded by KXT, steered by KXRLG and separately owned by both parties, has formed the underlying basis for both sets of proposals. However, in the KXT scheme the British Rail Channel Tunnel is sited at low - level under Kings Cross Station on the Railway Lands and this is not acceptable to the KXRLG. To some extent, therefore, the following comparison has seized the opportunity of seeing what could be done on the Railway Lands with or without a terminal. Clearly the direct consequences of a decision to site and construct a terminal at Kings Cross is British Rail's rather than LRC's or KXT's. Nevertheless both the LRC and KXT schemes accommodate this decision and consequently the following commentary has combined the British Rail proposals with both schemes, rather than trying to divorce them. To a greater or lesser extent, for example both the volume and office content of the LRC and KXT schemes, is a function of the BR works. Certainly the LRC Master Plan is.

Following the descriptions of the four schemes, we now proceed to compare them in terms of:

- finance
- the basic idea
- relevance to the community
- how it would be done
- environmental and social impact
- matching up to the Peopl's Brief

Finance

Background
Urban redevelopment schemes can be, and have been, undertaken for a great variety of reasons. In general those public agencies committing resources must always envisage some greater 'use value' afterwards than before: e.g. slums replaced by good housing, the city beautified. In addition and of more interest to the private developer and land owner, some or all of the buildings may have 'exchange value', for selling or renting. For many key elements of the built environment, however, the individual developer cannot realise even the whole of the exchange value created because the benefits are thinly spread over large populations who can't be asked to pay. Urban public transport and road networks are classic examples and governments have generally made or guaranteed these investments, recouping the investment through growing tax revenues.

The 1980s in Britain have been a peculiar period for urban redevelopment for two main reasons. Firstly that hardly any redevelopment or other building is taking place except where it is 'wholly' justified by on-site exchange value. Secondly that infrastructure projects (notably public transport improvements) now have to be financed increasingly from the profits made by their operators. Even more extreme is the requirement that investment be financed from current profits - rather than by borrowing against future profits.

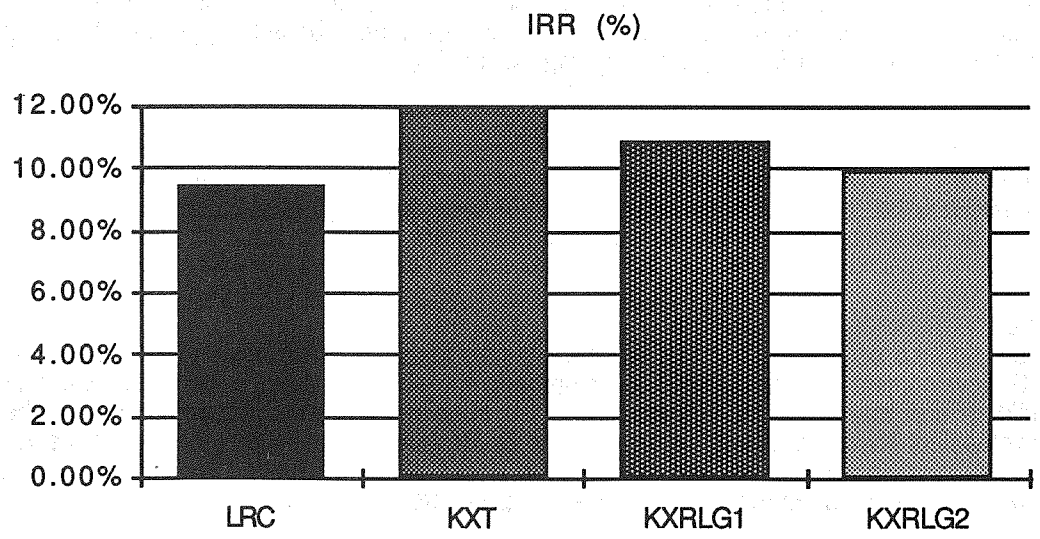
These two factors are strongly in evidence at King's Cross: developers' and land owners' commercial interests are the primary driving force in the current schemes; local authorities and other public and voluntary bodies have virtually no resources to initiate the redevelopment as a whole nor even elements within it designed to meet non-profit purposes. At most they may have some power of persuasion, negotiation or leverage to obtain "community benefits" via the planning system and through their ability to withhold cooperation. British Rail and the other transport authorities are constrained by Central Government to make profits wherever they can, including property development profits, to fund their national investment

programmes. The unusual, possibly unique quality of this comparison is that we are able to question and assess the parameters for urban development and planning set in the 1980's by throwing open the redevelopment of the Railway Lands to a range of more or less equally viable but radically different financial scenarios.

This financial appraisal seeks to compare the four schemes on:
- a specific measure of profitability (Internal Rate of Return)
- a broad level of feasibility and the 'risk' element

Internal Rate of Return (IRR)
The rate of return is a measure of the profitability of the money capital which is invested in a project. It indicates the rate of gross profit on capital, out of which provision would have to be made to meet the cost of borrowing. Because future rent and price movements are almost impossible to predict we tend to work out the IRR in terms of current price levels (1990) . However any expected inflation in general costs or in rents for a scheme, tends to raise the profitability of a scheme because income (returns) continues over a long period while most costs (e.g. construction) are incurred in the early years. Therefore Real Internal Rates of Return are used to indicate estimates of the long term viability of a scheme.

Figure 1: Internal Rate of Return Comparison (%)



On the basis of all the assumptions stated below (and as indicated on Figure 1), we estimate that:

i) the LRC scheme could show an internal rate of return of 15.0%pa. With an initial land payment of £400m to British Rail and £30m to the DTp, the internal rate of return is 9.5%.

ii) the KXT scheme shows an internal rate of return of 12.0% pa with no initial land payment.

iii) the KXRLG 1 scheme shows an internal rate of return of 11.0% pa with no initial land payment.

iv) the KXRLG 2 scheme shows an internal rate of return on private capital of 10.0%pa with no initial land payment. It should be noted, however, that this scheme assumes far higher levels of public investment than is the case with the other three.

Assumptions
The above internal (and real) rates of return are based on a number of assumptions:

1) Alternative financial scenarios.

Put simply, four alternative financial scenarios are explored:

LRC: Initial land payment of £400 million plus infrastructure costs consequent upon location of second Channel Tunnel Terminal at Kings Cross. £30 million towards new DTp gyratory. We are aware of a written LRC commitment to fund the LUL pre and post Fennel works but the extent of this contribution is not known. Non-commercial element of development and some off site benefits cross subsidised out of profits on the commercial elements of the scheme via planning gain agreements. Relatively limited injection of Central Government funds although costs of construction of the low-level terminal have risen from the original estimate of £400 million to £1.3 billion. No EC funding.

KXT: As above, but no initial land down-payment, and no contribution to gyratory. Planning gain very largely confined to the socially useful elements of the scheme on site.

KXRLG 1: As KXT but no Channel Tunnel Underground Terminal or related infrastructure costs.

KXRLG 2: As KXRLG 1 but non commercial (social) elements of development reliant not upon cross-subsidisation and the planning gain process, but upon substantial injection of Central and Local Government funding and matching EC funding.

2) Inflation
All the above IRR calculations are made on a zero inflation basis. This means that we have allowed only for the cost inflation which would be likely to be provided for within fixed-price construction contracts. Otherwise costs and rents are assumed static at 1990 levels.

3) Cost of affordable housing
It should also be pointed out that we have tested here the brave assumption that in both the KXT development and the KXRLG1 development, the schemes have to carry the whole cost of building and managing the affordable rented housing. It is also assumed that in the LRC development these costs will be be paid for by Housing Associations whereas in the KXRLG2 development social housing and other public works would be funded by Central Government public funding and by European funds where appropriate.

4) Land Payment
All developments propose to pay for land in one way or another. LRC are assumed to pay an initial down payment of £400m and then grant an equity share of the profits. The other three schemes propose to solely offer an equity share.

5) Gifted Land
All four schemes propose to 'gift' land that will be used for the construction of social housing. Table 5 sets out our estimates of land gifted.

Table 5: Land Gifted/sqm

	LRC	KXT	KXRLG1	KXRLG2
Land Gifted/sqm	23,000	85,000	75,000	86,000

The amount of land varies from scheme to scheme, with the scheme that proposes the most social housing units likely to gift the most land. However, the amount of land gifted also reflects the density of housing. In the above estimates the figures are fairly accurate barring the LRC one. This is because, even after two and a half years of negotiations, the exact amount of social housing in the LRC scheme remains unknown. Nevertheless, we estimate

that the LRC 'gift' reflects the smallest offer of the four schemes. This is directly related to the relatively small quantity of units proposed on site and the likely density of development.

Feasibility and Risk

The cost of construction of a scheme must carry with it the cost of infrastructure. The most expensive element of infrastructure of the Railway Lands is the cost of decking over railway lines, low level termini and concourses. Other elements include roads and landscaping. These costs are compounded at Kings Cross by British Rail's insistence, accepted by both LRC and KXT, that connection from the terminal to both the Midland and East Coast mainlines be effected within the Railway Lands site (rather than off site at say Kentish Town and Lough Road respectively). As a result the lands are severed, relatively easily developable land reduced to probably no more than 60-65 acres, and decking becomes an absolute necessity as do high tech construction techniques.The more decking there is, the greater the cost of construction. As the cost of construction has to be borrowed in the initial stages of a development, the return on the development must be great enough to recoup the borrowed sum plus interest. This has a development implication in so far as a greater % of property with high forecast revenue return must be proposed, built and let as soon as possible. The 'added' floorspace of a development creates in itself an increase in the cost (a sort of 'catch 22'). Table 6 sets out our estimates of the broad order of construction and other costs incurred by the four schemes.

Table 6: Construction costs / £bn.

	LRC	KXT	KXRLG1	KXRLG2
Land Payment	£400m	-	-	-
Infrastructure	£296m	£245m	£196m	£196m
Total	£696m	£245m	£196m	£196m
Floorspace	785,054sqm	711,728sqm	485,510sqm	350,510sqm

The cost of construction is a based upon an equation in which the amount of decking and floorspace constructed are the two largest variables (refer to financial tables).

	LRC	KXT	KXRLG1	KXRLG2
Construction cost	£1.8bn	£1.5bn	£1bn	£0.5bn

It can be seen from table 6, that the combination of decking and land payment in the LRC development has greatly affected the need to build a greater amount of floorspace. The greater the overall construction cost the greater is the 'risk' of not realising the necessary return in any one stage of the development and therefore becoming bankrupt. This is because there would be an implicit reliance on the high revenue return sector (i.e. offices which represent 90% of the LRC development). Under present circumstances to concentrate such a high proportion of new floorspace in the office sector is enormously risky. Paras 3.22-3.29 of the Annual Review Strategic Trends and Policy published by LPAC in December 1990, indicates that not only are office firms moving out of London, but that there is, in the Central Statistical Area (which includes Kings Cross) enough office building already in the pipeline to satisfy the office market for the next seven years. And the glut has worsened since then.

Clearly with high risk comes the very real prospect that the development cannot be realised at all or within programme and that much of the Railway Lands will be left derelict for far longer than is necessary. Also, as if directed at the Railway Lands, Para 3.24 of the Annual Review notes " the potential spillover of such (office development) pressures from LPAC's core zone could exacerbate the difficulties of sustaining valuable but less competitive land uses in the fringe area as a whole".

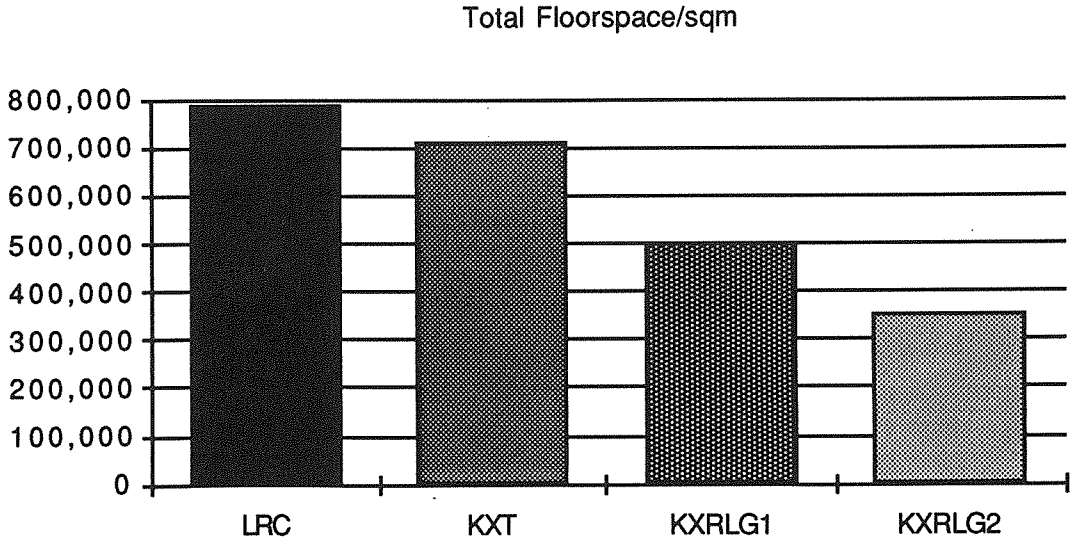
The Basic Idea

Introduction

As can be seen from the preceding section, a decision to site the low-level second Channel Tunnel Terminal at Kings Cross, funded (as was originally intended to be the case) wholly from the commercial value and development of the adjoining Railway Lands, leads almost inevitably to a schedule of accommodation and phasing programme, such as that put forward by LRC. It has to be high volume and overwhelmingly office dominated, high cost and as we have seen, high risk. Relax any one or all of the financial and strategic planning parameters and for virtually the same internal rate of return (10 - 12%), the Railway Lands can be developed in an increasingly lower cost, lower volume, more mixed, balanced, less risky, more sustainable fashion which increasingly meets local needs. While still recognising the contribution the site can make to the wider benefit of Islington, Camden and London as a whole.

Floorspace comparison

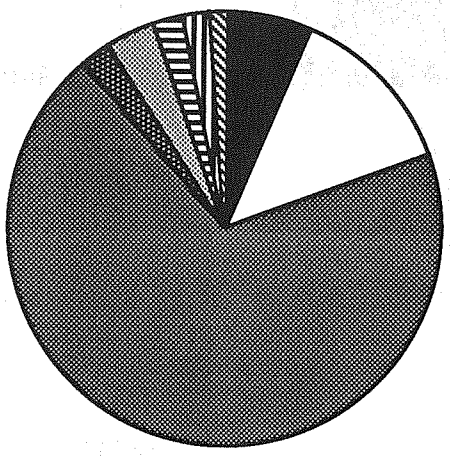
Figure 2 compares the total floorspace produced by the four schemes.

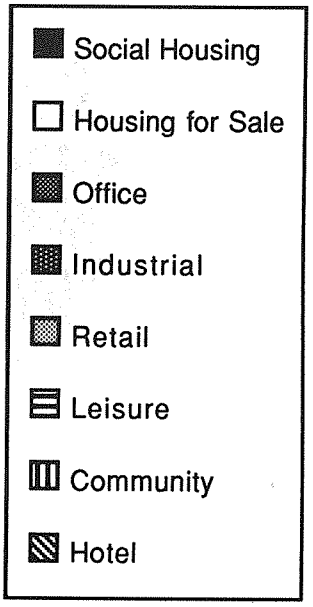


The following four figures (3 i - iv), illustrate our estimates of the % breakdown of this total floorspace by use for each of the four schemes under consideration.

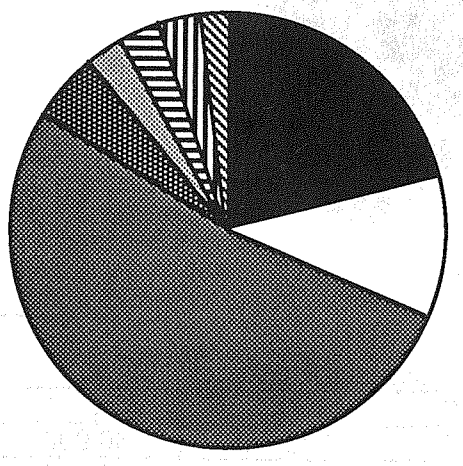
Figures 3 (i - iv): % mix of uses compared for the four schemes individually

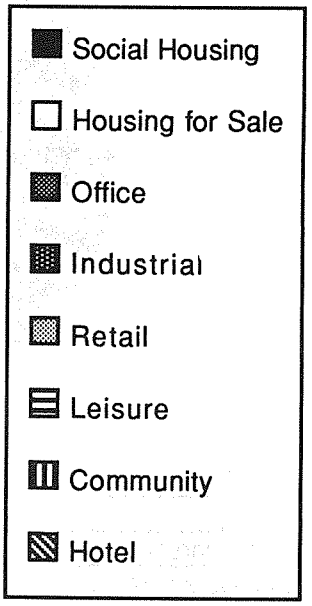
LRC



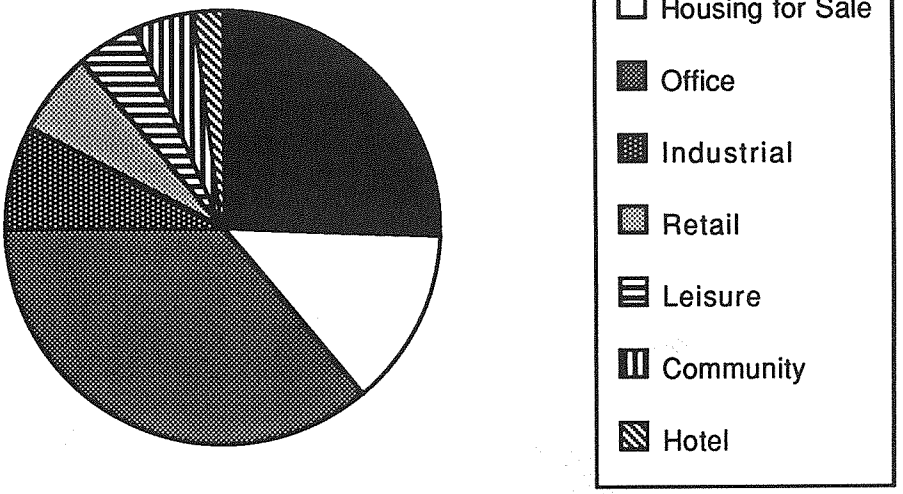


KXT





KXRLG1



KXRLG2

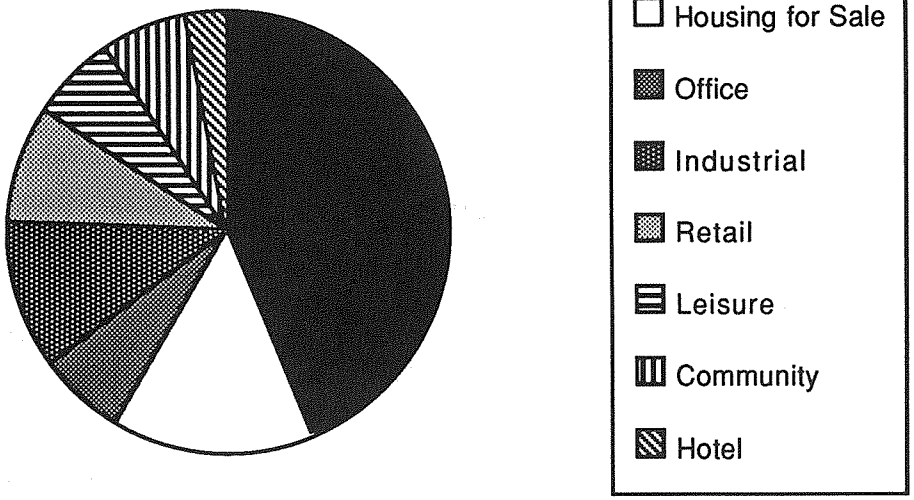


Table 7: Comparison of total office space and total floorspace

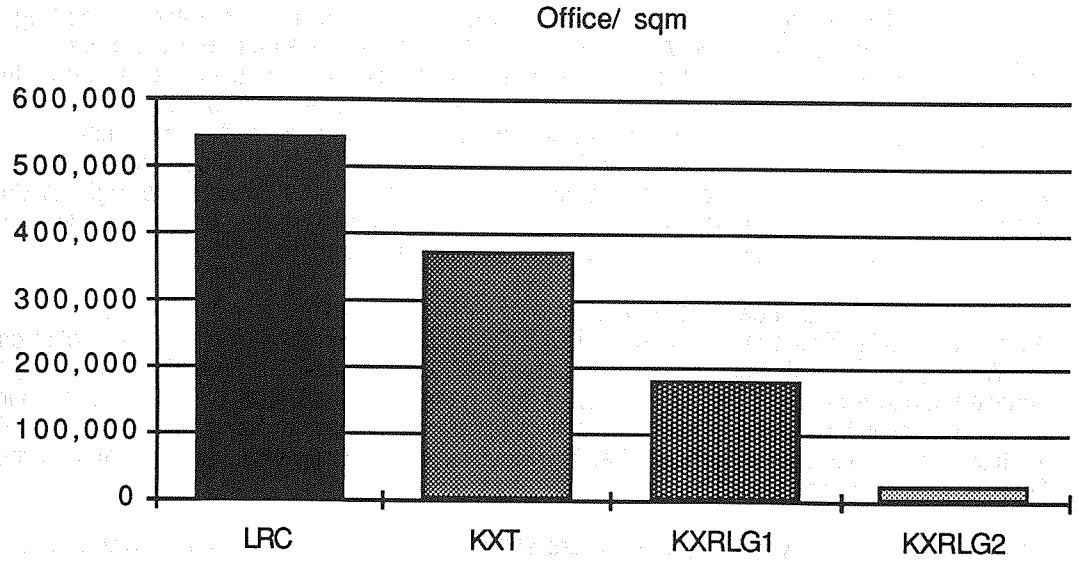
	LRC	KXT	KXRLG 1	KXRLG 2
Office Floorspace / sqm	544,858	373,665	180,000	22,000
Total floorspace / sqm	785,054	711,728	498,510	350,510
%	69	53	36	6

From Figures 2 & 3 (i - iv), Table 7 and Development Plans No. 1- 4, it is apparent that:

The LRC scheme effectively extends London's central business district north to the North London Line. This is far beyond either the LPAC or LB Camden's Central Activities Core Zone. In the process almost all of the Railway Lands is covered with office development. It can rightly be called an "Office City". Having decided to construct a dam (for a sizeable lake), above the low level terminal and concourse, the sheer volume of office floorspace required necessitates

the opening up of some backland to prime commercial development. Two 44 storey office towers at the northern extremity of the site mark the intersection of two 8-10 storey walls of offices enclosing a central area of public open space and the (partially demolished) complex of Goods Yard buildings. 69% of the total floorspace is in office usage, much of it for completion in the early phases of the development programme. Some housing is proposed mainly in the last phases of the programme and in the relatively unattractive north-west corner of the site.

Figure 4: Office Floorspace compared / sqm



In line with the People's Brief, the KXT and KXRLG 1 and 2 schemes broadly confine the commercial office element to south of Goodsway, leaving the bulk of the Railway Lands for much needed housing, community facilities, heritage, arts, leisure and open space. All three obtain a steady delivery of housing and associated shopping and community facilities throughout the development programme. All three place more emphasis upon community open space than public open space. All three retain, and capitalise upon the unique architectural and engineering heritage of the Railway Lands.

Partly as a result of the inclusion of the terminal in the KXT scheme, the total volume of floorspace, at 711,730 sqm is not much less than LRC, and the office content at 373,665 sqm is 53% of this. Such a high volume of commercial floorspace confined to the southern third of the site creates a very dense office complex decked over the low level terminal, concourse and rail approaches to Kings Cross Railway Station.

Scheme KXRLG 1 manages to achieve a comparable rate of return for 180,000 sqm of office floorspace, which is 36% of the total. With no terminal, land is released south of Goodsway which can be relatively easily developed for these purposes, incurring significantly lower infrastructure costs.

Scheme KXRLG2 is the lowest volume, most mixed of the four schemes. It has under half the total floorspace of the LRC scheme and only 4% of the LRC office content. On the other hand it provides more social housing floorspace than any of the other schemes. It departs from the commercial/planning gain parameters of the other three schemes and forms a timely counterpoint to them.

Relevance to the community

Housing

With relatively few exceptions - notably in pockets of owner occupation south and south-east of the Railway Lands site - existing housing on or around the site is Council-owned, Housing Association, short-life or rented property. The availability of housing of these kinds has enabled a substantial low and middle income population to survive in and around the Railway Lands.

This stock is increasingly threatened by legislative deregulation however - and by the "Right to Buy". Predictably it tends to be the more 'desirable' parts of the stock (and the more prosperous tenants) that leave the Council sector. Increasingly the housing remaining under Council control is dominated by the large estates. Many of these are beset by serious and enduring problems relating to their scale, design, physical condition and management. Almost all require environmental upgrading and the funds required far outstrip those available to both Authorities. It is estimated that Camden has lost over 5,000 units through the Right to Buy process already it has been in operation. Similarly, increases in private rents are leading to a loss of cheap rented accommodation and a trend towards gentrification.

In December 1990, Camden had 867 Council dwellings available to let and 404 Housing Association units. This can be contrasted with demands arising from 13,250 households on the Waiting List, 6,500 tenants waiting for transfer, 450 people needing to be re-housed, the imminent closure of Friern Barnet Hospital, 1,500 homeless families accommodated at Council expense all over the capital in various types of temporary accommodation and approximately 70 traveller families with no official site. This housing crisis is currently imposing an enormous financial burden on the Council.

As with many Inner City Boroughs there are still one and two bedroom units available but nowhere to place large families who have to wait many years to be re-housed or housed in permanent accommodation. Over 90% of the registered homeless population need two to four bedroom accommodation and even larger units are required by some extended families.

Existing Housing Destroyed
The LRC scheme demolishes all existing housing (77 units), while the KXT scheme retains Stanley Buildings on St. Pancras Rd. A significant amount of housing off site in LB Islington and Camden is also demolished by the BR proposals to enable construction of the Channel Tunnel Terminal and associated work sites. Neither of the KXRLG options require demolition of existing housing either on or off site consequently a further 77 social housing should be added to the KXRLG product tabulated below and a further 30 units (Stanley Bldgs) to the KXT product.

Social Housing
The Camden Planning Brief requires a total of 1850 social housing units. It recognises the need for non family housing, but more importantly family housing with a particular provision for extended families. Housing Associations are expected to be the main providers. Tables 8 and 9 below quantify the requirements and Table 5 compares them with what is presently being proposed by the four schemes.

Table 8: Social Housing Units on site

	Total Social Housing/sqm	'Single units'	'Family units'	Total units
Camden's Brief		647	1,205	1,852
LRC	50,321	292	283	578
KXT	149,186	488	956	1,444
KXLRG1A & B	130,000	540	900	1,440
KXRLG 2	153,750	640	1,070	1,710

Figure 5: Social Housing on site compared (units)

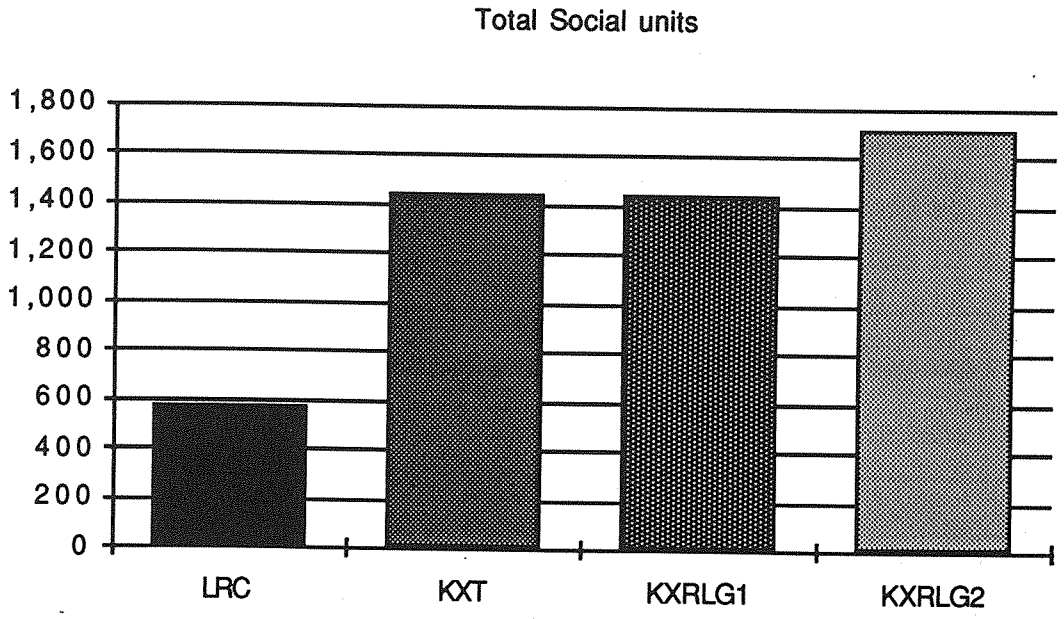


Table 9: Social Housing Breakdown on site

Units	LRC	KXT	KXRLG1	KXRLG2
% of social housing assumed	33%	66%	66%	75%
'Family Units' (2 beds +)	283	956	900	1070
'Non-family units' (1 bed)	292	488	540	640
Estimated total new population	6,360	8,771	8,140	8,665
Total Social housing floorspace	50,321sqm*	149,186sqm	130,000sqm	153,750sqm

* Housing % breakdown and unit estimations do not include any proposals for off - site refurbishments.

All four schemes propose an element of social housing. The LRC option assumes one third of the housing on site is social housing, the KXT and KXRLG1 development options assume a two thirds allocation. while the KXRLG2 scheme assumes three-quarters of the total housing floorspace is allocated to this sector.

It is interesting to see that none of the schemes can meet the Camden Target. This is so even when, in the case of the KXRLG options, family housing is proposed on 2nd and 3rd floors as well as ground and 1st floors. Given the need for family housing to have access to safe play areas, private gardens and/or community gardens, there is just not enough available land to meet the Camden Brief. This is of course unless one were to opt for something approaching 100% social housing. The outreach work which was carried out as part of the People's Brief has already highlighted the potential for conflict that exists within the Camden Planning Brief. The mix may be too volatile and there is clearly a need for a high level of community involvement and control and preferably an incremental approach to phased delivery of housing with as diverse and locally accountable a range of implementing agencies as possible. There is

little or no evidence of any recognition of these matters in the LRC proposals and accompanying documentation.

Construction of Social Housing

Not all schemes propose to pay for the construction of their element of social housing. LRC so far as we know propose solely to offer the opportunity of constructing social housing to Housing Associations if they meet the full cost of construction. In the KXRLG2 proposal, the cost will be met by Central Government and European Funds. However, in the KXT and KXRLG1 development proposalsall costs, if necessary, are met by the scheme itself. This is achieved by adopting a cross-subsidy basis for financing social housing, whereby the more profitable elements of the scheme pay for the less profitable elements.

Table 10: Construction of Social Housing

	LRC	KXT	KXRLG1	KXRLG2
Construction cost met by developer	£0	£184.5m	£148.5m	£0
Land gifted in each case	Yes	Yes	Yes	Yes

Phased Delivery of Total Housing Floorspace

Table 11: Phased delivery of housing floorspace/sqm

Gross sqm	LRC	KXT	KXRLG1	KXRLG2
Phase 1	8,454	36,360	39,000	41,000
Phase 2	15,421	61,084	39,000	41,000
Phase 3	81,566	38,210	39,000	41,000
Phase 4	45,521	38,375	39,000	41,000
Phase 5	0	49,750	39,000	41,000
Total	150,962	223,779	195,000	205,000

Figure 6: Phased delivery of housing floorspace (sqm)

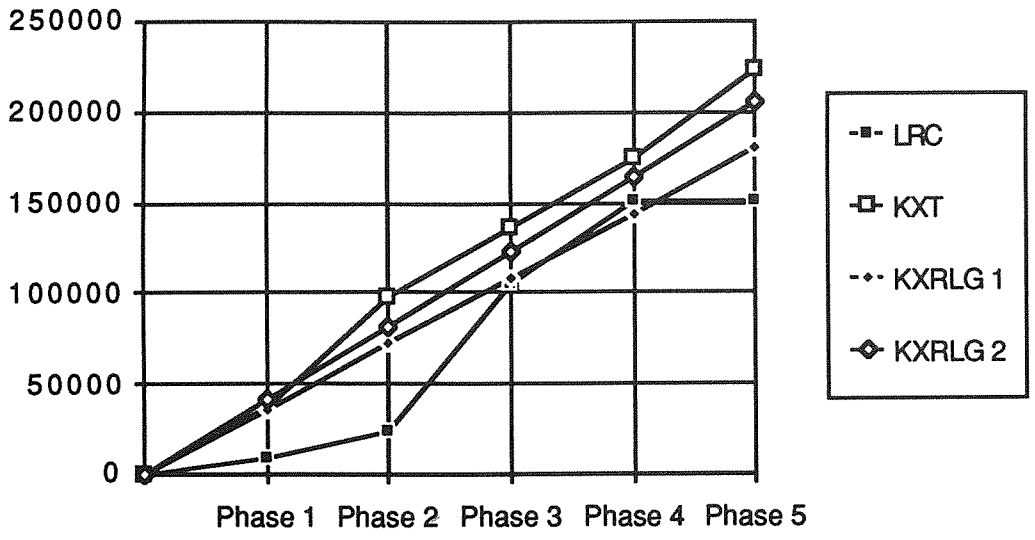


Figure 5 and Table 11 indicate how important it is to ascertain the phasing of delivery of the social/community elements of the planning gain equation. A steady and equal delivery of

housing and associated shopping and community facilities throughout the programme will give an opportunity for many new residents on site, often from different backgrounds, to get to know each other and will enable a community to develop properly. Delivery of such elements in the second half of the programme, when the first half is so risky (as in the LRC scheme) is very unsatisfactory as the housing element might never be built. Even if it is, it this would not permit the community to develop gradually over time.

Private Housing

Table 12: Private Sector housing element/sqm

(total gross)	LRC	KXT	KXRLG1	KXRLG2
Estimated total new population	6,360	8,771	8,140	8,665
Floorspace	100,641sqm	74,593sqm	65,000sqm	51,250sqm

Employment and Training

The table below shows that a relatively large proportion of those who work in London are employed in the services and especially the financial sector. By contrast, manufacturing now accounts for only 13% of employment in London. In fact industrial projections by the London Chamber of Commerce have suggested that the manufacturing proportion may well be less than 10% by the end of the century. It is accepted in the People's Brief that any development on the Railway Lands should specifically address the problem of the declining manufacturing and city related services such as vehicle repair, printing etc., which employ high levels of inner city residents and whose rapid decline in recent decades has made a strong contribution to local unemployment. At the same time, there is a clear demand for training and retraining amongst the local workforce.

Table 13: Sectoral distribution of employees in employment in Greater London, March 1989: %
Source: Department of Employment

	Greater London %
Agriculture,forestry, fishing	0.0
Energy and water supply	1.4
Metal manufacturing, chemicals	1.5
Metal goods, engineering, vehicles	5.1
Other manufacturing	6.6
Construction	3.3
Wholesale distribution, hotels, catering	10.7
Retail distribution	9.7
Transport and communications	9.7
Banking, insurance, finance	21.8
Public administration, defence	11.0
Education health and other services	19.2
Total	100 %

Impact on Existing Employment on-site/off-site
It is recognised that both Camden's and Islington's employment policies are geared towards the protection of existing firms which are socially useful and the creation of new employment opportunities for local residents. However, the majority of existing jobs on the Railway Lands (see Appendix 8), which are in more-or-less short term light industrial premises, would be displaced at some stage in any of the four schemes. What differentiates the LRC and KXT schemes from the KXRLG options is that, through accommodation of the British Rail proposed low-level Terminal, they necessarily accept the additional loss to rail construction works of 17

acres off site buildings - much of it in traditional light industrial and service uses. Both the KXT and KXRLG options are committed to seeing the existing businesses (particularly those providing a local service, reasonably intensive in their local labour and committed to training) relocated as far as possible on the site or within the borough. The impact off site in terms of rising rental and land values and B1-isation of an 'office city' such as is proposed by LRC is likely to be enormous. It compares most dramatically with the 22,000 sqm of new office floorspace contained in the KXRLG 2 proposal.

Construction Employment

Construction employment estimates are based on gross output per site worker. Based on calculations made in appendix 12 the figure adopted is £52,000. This means that for each £52,000 spent in construction one construction job is realised for a year. The estimated accumulative working person years for each scheme has been set out in the table below.

Table 14: Construction Employment/working years

	LRC	KXT	KXRLG1	KXRLG2
Net Const. £	£1.8Bn	£1.5Bn	£1Bn	£0.5Bn
Job estimate	34,680	28,340	19,820	8,600

It can be seen that the larger and more costlier a development the more construction jobs are required. However, there is a set development period of 10 years and so the larger the number of construction jobs created, the more might have to be brought in from elsewhere. The net gain for local employment would therefore have a natural threshold which would be likely to be surpassed by any one of the above schemes. Furthermore, the greater the size and complexity of development and the technical complexity of the building methods, the greater would be the environmental and social impact. Of more importance is the fact that "fast track" and "high tech" construction work does not favour local employment. LRC's continuous 8-10 storey office walls culminating in 44 storey towers is a far cry from traditional construction techniques which might be more likely to employ local skills.

Training Facilities

The overriding concern expressed in the People's Brief is that employment objectives need to address the problem of high concentration of unemployment among local residents in the boroughs of Camden and Islington, and especially the high concentrations in some areas surrounding the site. The Camden and Islington Skills Audit has already revealed the inadequacy of existing training provisions for the two boroughs. The audit revealed that some groups of local residents experienced specially serious barriers to full employment and training, especially in the ethnic minority groups, single mothers with children and women returners. Therefore, we believe that any training facilities provided on the Kings Cross Railway Lands ought not only to teach appropriate subjects that have been identified as being lacking, but that the training facilities be accessible to all sectors of the community, especially those who most need them. LRC have committed £5 million to training and all four schemes are committed to the current proposals for a training resources centre. Although LRC accept a target of 25% of jobs for local people, they have yet to agree a figure higher than 5% for training. We believe that this should be at least 15% and leases to occupiers should include local employment clauses. Provision of affordable day care and a propoer respect for equal opportunities and anti discriminatory policies is also vital.

Offices

Although office employment in London has been considerable and the principal cause of net increases in total employment in London as a whole over the last decade, employment in the office activities sector in London is now dropping and is likely to continue to do so.

This is certainly true of the clerical element in office employment (as opposed to the managerial, professional and technical elements) which is likely, in the long term to become both relatively and absolutely less important with capital/labour substitution for many fairly routine jobs.

The growth of Central London office employment in recent years has demonstrated that the simple generation of jobs does not go anywhere near meeting the enduring problems of local unemployment. Many large firms bring their labour force with them, and at the same time "rationalise" and reduce their workforce. This workforce would also normally commute from outer London and beyond. Many individuals consulted, and groups such as Crossfire, consider that there is a grave over-supply of office floorspace generally.An excessive provision of additional office floorspace on the Railway Lands will further undermine the local economy, overload the already overloaded public transport and road network and create considerable "dead" and potentially dangerous areas at night and weekends.

The Docklands area illustrates what can happen where major offices have moved in. Manufacturing industry has collapsed in the face of ever rising land and rental values, from 61% of local employment in 1981 to 15% in 1988. Despite over 20,000 "new" jobs moving into the Docklands area between 1981-87, over 15,700 of these were actually just moving from elsewhere. In the same period over 13,000 existing jobs closed down - i.e. a net loss of over 8,000 jobs for local people. The office sector is particularly susceptible to "boom" and "slump" and given the general uncertainty surrounding both the office market and the second Channel Tunnel Terminal an excessive concentration on office development on the Railway Lands would be very risky to say the least.

Table 15 compares office-based employment with the total estimated employment generated by all four schemes.

Table 15: Total Office floorspace and employment

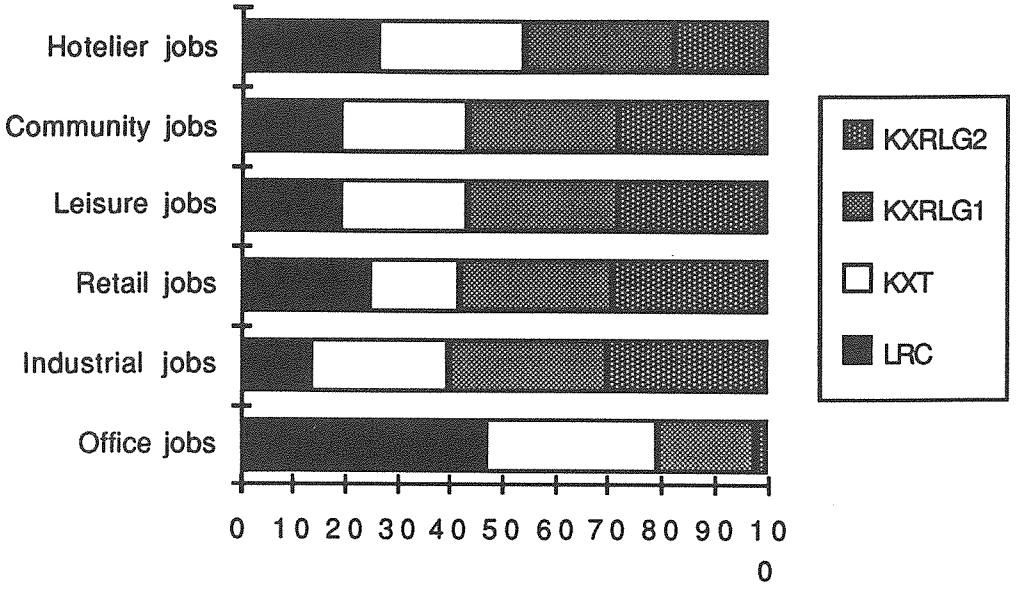
	LRC	KXT	KXRLG1	KXRLG2
Total gross office floorspace	544,858sqm	373,665sqm	180,000sqm	22,000sqm
Total overall employment	25,524	18,810	12,858	4,942
Total office employment	22,814	15,644	8,868	1,086
% of total	90%	83%	69%	22%

Commercial imperatives force the LRC scheme to place all its employment "eggs" in one basket. As a result there is indeed a very real danger of the LRC scheme being substantially unrealisable and thus much of the Railway Lands being left derelict for far longer than necessary.

It must also be asked, which scheme meets community needs most. As we have already suggested, office employment is not necessarily related to local needs. Many local people are office workers and might benefit slightly from more jobs to choose from. Likewise many young people aspire to white collar office jobs, but recent years have shown that severe office shortages do not help the seriously unemployed of the inner city. Transferred office jobs from other parts of London are not likely to offer local people a real chance of new employment. However, the creation of a smaller localised office development, with much emphasis on the smaller unit sizes will undoubtedly permit local smaller firms to attain local offices. It is unlikely, therefore, that "high tech" corporate office developments are what are really desirable on the Railway Lands. More traditional office developments are preferable.

Balance and Mix of employment

Figure 7: Sector comparisons of estimated site employment (%)



Figures 6 compares the balance and mix of employment provided by the four schemes jointly. It must be remembered that the total volume of floorspace differs widely between the schemes and that is why the figure portrays the information in the above fashion. It is noticeable how enormously unbalanced the provision of site employment is between the LRC scheme (were 90% of total employment within the office sector) and the KXRLG 2 scheme (almost equal proportions 20-30% of new employment is in offices, industrial and retail employment). With the exception of offices, both KXRLG options provide more actual jobs in all the sectors reviewed below, than either KXT or LRC. KXRLG 1 provides the lowest % of office employment of the three wholly commercially based schemes. It may well be that some injection of public funds is required to produce an even more balanced development package.

B1/B2 (Industry)

The dramatic collapse of London's industry over the last twenty years has received only intermittent attention. Yet we have seen, the country's largest concentration of industry decline in London more rapidly than in any other region. Even related service industries such as wholesale distribution, transport, utilities etc. have declined rapidly in London.

This has been reflected in the continued concern over the impact of the B1 and B2 Use Classes on the supply of industrial land. The concern has particularly been focused on the loss of industrial buildings to office uses through the replacement in 1987 of separate Use Classes for Industrial and Offices with the B1 Business and B2 General Industry Use Classes. London's future as a civilised city and its ability to sustain a balanced economy to some extent hinges on the scale of change in floorspace and site area from industry to offices. In a recent study by LPAC, areas with the highest susceptibility to such change were associated with:

- city fringe locations
- mixed commercial area locations
- proximity to tube stations
- upper storey floorspace

There may well be a case for a revision of the Use Classes and General Development Orders themselves. But in the shorter term, general protective policies need to be devised

to protect industry in locations such as the Railway Lands. Failure to do this might well be a considerable threat to the socio-economic base of the surrounding area at large.

Table 16: Industrial Employment

	LRC	KXT	KXRLCG1	KXRLG2
Total B1/B2 Floorspace	18,580sqm	35,855sqm	39,000sqm	39,000sqm
Total employment	25,524	18,810	12,858	4,942
Industrial employment	577	1,116	1,280	1,280
% of total employment	2%	6%	10%	26%

Table 16 sets out our estimates of the relative performance of each of the four schemes in terms of delivery of new industrial floorspace and employment. Clearly the KXRLG proposals would result in more than twice as many such jobs as LRC. These jobs are far more likely to be taken up by local people than office jobs and, as the introduction to this section suggests, are essential to the continued success of the City and Central Area activities. Both the KXT and KXRLG options are committed to the specific reservation of cheap rented floorspace, managed workspace, sheltered workspace and a ladder of accommodation on site, possibly operated under the aegis ofa Business Trust.

Special Industrial Uses
The KXRLG proposals are the only ones to be quite specific about the relocation of the existing Waste Transfer site to a point in the far north west corner of the site, and the concrete batching plants from the Goods Yard onto appropriate locations within the Islington triangle, together with other general Industrial development. LRC appear to have no clear or practical strategy for this and consequently their current proposals for the Railway Lands could be considered premature.

Retail
It is work areas and residential places which are the major generators of shopping demand. The location of these facilities should therefore be primarily situated to serve such local needs. The likely future scale of demand for travel to and from Kings Cross also reinforces the need for shopping facilities. Therefore the envisaged spatial distribution and scale of new shopping facilities must serve on five levels:

- new local residents' needs
- new local employees' needs
- surrounding worker and resident needs
- Borough needs
- BR and LRT passenger needs

Table 17: New Shopping floorspace and employment

	LRC	KXT	KXRLG1	KXRLG2
Total Retail Floorspace	27,870sqm	20,758sqm	30,000sqm	30,000sqm
Total employment	25,524	18,810	12,858	4,942
Retail Employment	1,082	770	1,290	1,290
% of Total	4%	4%	10%	26%

Table 17 sets out our estimates of the relative performance of each of the four schemes in terms of new retail floorspace and employment. Due to the volume and phasing

characteristics, LRC's shopping priorities are likely to be directed directed towards office worker needs. This may well to create a 'wine-bar' retail environment, far removed from the realities of local needs.

Indicated in a recent review of shopping facilities in Camden, areas immediately surrounding the Railway Lands were identified as being markedly deficient in attractive local and affordable shopping facilities with Maiden Lane and the eastern part of Elm Village especially so. In the KXT, KXRLG 1 and even more so in the KXRLG 2 scheme shopping is prioritised towards residents, and local people's needs. This is phased and designed in all three schemes to achieve widespread integration of retail facilities in all the new residential areas, with a major shopping centre at the proposed new Maiden Lane station. Opportunities exist for department store and other shopping of local and Borough order, and to meet travellers' needs, in and around the Kings Cross - St. Pancras concourse area.

Community Facilities

Section 9.4 of the People's Brief sets out a checklist of community facilities that a new population of at least 5,000 people would require. These comprise:

- community centre, centrally placed within the new community
- health centre
- youth facilities including indoor and outdoor sports
- sports and recreation centre
- play centre for 5-12 year olds
- an all day, all year purpose designed creche for under 5s

Some of these, such as the health centre and the sports centre, would also fulfil demands from existing communities adjoining the Railway Lands. Their provision would greatly assist in properly integrating the new development into the surrounding area. There is also clear evidence from the outreach work contained in the People's Brief of the potential for, and desirability of local control and management of small scale basic community services e.g. day care, vegetable growing, disabled carer groups, religious and cultural activities, outreach health, ESL, pensioners' clubs, estate management and maintenance. Many of these would require simple partnership arrangements to be worked out with the appropriate public agency and possibly with the private sector as well.

Table 18 sets out our estimates of the relative performance of each of the four schemes in terms of delivery of new floorspace for community purposes and the employment that could be generated.

Table 18: New Community floorspace and employment

	LRC	KXT	KXRLG1	KXRLG2
Total Community Floorspace	16,772sqm	21,334sqm	22,255sqm	22,255sqm
Total employment	25,524	18,810	12,858	4,942
Community Employment	359	460	530	530
% of Total	1%	2%	4%	11%

Even after two and a half years of negotiation, it is very difficult to ascertain just what community facilities would be cross-subsidised by LRC, let alone when or where they propose to build anything. Since the social housing element is both the smallest of the four schemes and delayed in construction until the last phases of the development programme, it is probable that any provision of community facilities will, like the shopping, be office worker orientated. Such facilities are unlikely to be relevant to the needs of, or affordable to, local people and organisations.

Paragraph 9.4.2 of the People's Brief states " these are facilities which are typically provided by Central or Local Government". This assumption underlies the proposals put forward in KXRLG2, while the KXT and KXRLG schemes recognise present day underfunding and other limitations put upon Local Government, Health Authorities etc. All three schemes (the KXT and the KXRLG schemes) are committed to phased delivery of such facilities throughout the programme, accessible and affordable to both the new community, surrounding residents and new workers/visitors to the site.

Arts/Leisure

Arts, Cultural and Leisure services are seen as particularly hopeful areas for maintaining and promoting London's standing as a major world capital. They are also seen as useful agents for community development, integration and employment generation at local and Borough levels.

The decade to come will be one that will provide a calender of cultural events and leisure attractions all over Europe and especially in major cities. Investment in such highly lucrative attractions is rife. In Barcelona the Buch garden project is due to open to coincide with the Olympic Games and in Paris by the early 1990s a Euro Disneyland will be opened and connected with all major European cities via Paris's high speed train network. The list is long, the implications for London short. Either we invest in new and established facilities or leave London heavily exposed to more lucrative competition from the rest of Europe. Against this background, the relevant workshop considered that the Kings Cross development could offer a location for Dance or other Arts/Cultural facilities of national or international importance.

At Borough level, Camden and Islington have a strong artistic history (Camden Town School of painting; Euston Road group of artists). The Railway Lands are close to the Slade School, London University, the British Library, and the Borough and locality has a healthy commercial and community TV/video/mixed media/performance art tradition. Under these circumstances there is potential within the Goods Yard complex, or possibly south of the Canal for associated leisure and multi cultural facilities.

Kings Cross is increasingly a multi-cultural community and wherever possible opportunities for multi-cultural exchange and development should be seized in the Railway Lands development.

Table 19 sets out our estimates of the relative performance of each of the four schemes in terms of delivery of new arts/leisure floorspace and employment.

Table 19: New Arts/Leisure floorspace and employment

	LRC	KXT	KXRLG1	KXRLG2
Arts & Leisure Total Floorspace	16,722	21,337	22,255	22,255
Total employment	25,524	18,810	12,858	4,942
Arts/Leisure Employment	359	460	530	530
% of total employment	1%	2%	4%	11%

Hotel

By the mid 1980s London was absorbing annually over 23 m people who spent £5,000m during their stay. It is also estimated that some 19,000 new rooms will have to be made available in London for tourists by the year 2000 if the shortage is not to impact seriously on demand. London's success as a conference venue is also largely related to its conference

centres as well as to the scale and quality of its hotel facilities. Currently, London receives 100,000 conference delegates each year. According to one study (prepared by LPAC, the London Tourist Board and the Convention Bureau), there are approximately 11,000 hotel rooms dedicated to the use of homeless people. Obviously, measures to assist the homeless, including new accommodation, will go some way to releasing these rooms for the purposes they were originally intended.

The present hotel provision at and around Kings Cross amounts to a total of 1520 rooms of which the Great Northern Hotel comprises 89 rooms. All hotels are in or below the three star category. While there are two proposed additions for the Kings Cross Area (the St. Pancras Chambers with 135 rooms and Mount Pleasant Hotel with 400 rooms), there is a strong argument that the area will sustain any one of the four hotel development proposals contained in the four schemes. It should be noted that British Rail's current proposals for a low level terminal require the demolition of the Great Northern Hotel. This is accepted in the LRC scheme but not in the KXT scheme. The Hotel is also retained in both the KXRLG schemes.

Table 20: Hotels existing and proposed

Area	Hotels	Rooms	Beds
L.B.Camden (existing)	42	7,306	12,952
L.B.Islington (existing)	5	1,041	2,024
LRC	1	-	250
KXT	1	-	400
KXRLG1	1	-	400
KXRLG2	1	-	250

Table 21: Employment implications for the Hotelier Sector

	LRC	KXT	KXRLG1	KXRLG2
Employment	333	360	360	226
% of total	1%	2%	3%	5%

Transport

Table 22 below summarises the main transport characteristics of the four schemes.

Transportation	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
'Chunnel Terminus'	Yes; severe impact on roads and transport during construc-tion & subsequ-ent operation	Yes; as LRC	Yes; but 'two handed' with Stratford utilising North London Line. No impact upon existing fabric	No	No

Transportation	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
East-West Road Link	Yes; but Goodsway closed & Battle-bridge Road extended over main line approaches to K.X.	No; Goodsway closed and internal 'loop' roads proposed.	Yes; while avoiding rat running	Yes; while avoiding rat running	Yes; while avoiding rat running
New Gyratory	Yes; with increased road capacity (Penton-ville Rd.)	Yes; details not known	Yes; modified 'St.Chads place' proposal: no increase in road capacity	Yes; modified 'St.Chads place' proposal: no increase in road capacity	Yes; modified 'St.Chads place' proposal: no increase in road capacity
LUL improvements	Yes	Yes	Yes	Yes	Yes
Canal for transport	No	Yes	Yes	Yes	Yes
Residential Parking Standards	0.75 per d.u.	0.75 per d.u.	0.25 per d.u.	0.25 per d.u.	0.25 per d.u.
Public Transport	New public transport geared primarily to needs of new office workers	High priority to internal safe public transport system & extension of existing services onto and across the site.	High priority to internal safe public transport system & extension of existing services onto and across the site.	High priority to internal safe public transport system & extension of existing services onto and across the site.	High priority to internal safe public transport system & extension of existing services onto and across the site.
Traffic Calming	Not known Extension of parking controls off site required.	Not known. Extension of parking controls off site required.	Closure of Copen-hagen St. to thru' traffic. Extension of parking controls off site required.	Closure of Copen-hagen St. to thru' traffic. Extension of parking controls off site required.	Closure of Copen-hagen St. to thru' traffic. Extension of parking controls off site required.

Transportation	LRC	KXT	KXRLG 1A	KXRLG 1B	KXRLG 2
Pedestrian/Cycle routes on site	Office domination renders these less safe at night & at Weekends	Provided,; high level of housing on site ensures safe and attractive networks	As KXT, but also lower parking provision on site ensures even higher provision for pedest-rians and cyclists	As KXT, but also lower parking provision on site ensures even higher provision for pedest-rians and cyclists	As KXT, but also lower parking provision on site ensures even higher provision for pedest-rians and cyclists
New train facilities, Maiden Lane Station	Yes	Yes	Yes	Yes	Yes
York Rd. Station	No	No	Yes	Yes	Yes
New Thameslink Stn.	Yes with terminus	Yes with terminus	Yes separate	Yes separate	Yes separate
Kings Cross Suburban Services	Diverted to St. Pancras	Diverted to St. Pancras	Retained Station with improve-ments	Retained Station with improve-ments	Retained Station with improve-ments
Transport impact of new railway Lands development on existing road and public transport systems	office dominated scheme with high peak hour flows of workers. Additional heavy loading on existing overloaded road, rail and bus networks	office dominated scheme with by high peak hour flows of workers. Additional loading on existing overloaded road, rail and bus networks	office scheme with by high peak hour flows of workers. Additional loading on existing overloaded road, rail and bus networks	office scheme with by high peak hour flows of workers. Additional loading on existing overloaded road, rail and bus networks	Scheme orientated towards meeting local needs. Least characteri-sed by peak hour movement patterns. Most self contained and lowest density generating fewest extra trips.

Traffic Impact

Since the Census of 1981 (summary table in appendix 10), travel to work patterns have changed dramatically due to the continued de-industrialisation of London. We also know that long distance commuting has grown bringing growing numbers of workers from the suburbs, the Rest of the South East (ROSE) and other regions to fuel the growing demands of the booming office centre of London, whilst high concentrations of unemployment in Inner London have persisted.

Of the four schemes, the LRC scheme would have the greatest net effect on transportation infrastructure due to its huge office content. This together with the proposed Channel Tunnel Terminal would create a massive extra burden upon an already seriously overloaded and congested road and public transport network. Office employment is relatively ill suited to the traditional skills of the labour force in Kings Cross, and is characterised by high levels of commuting into and out of an area, concentrated during the morning and evening peaks. The

projected additional demands on the existing road network of the LRC office proposals are such as to apparently require an increase in the capacity of the Kings Cross gyratory system - principally the Pentonville Road section of the Inner City Ring Road. This would ordinarily be contrary to DTp policies designed to restrain drivers from entering the Central Area. Schemes which are lower in volume and much more mixed in usage carry with them markedly less potential for medium/long distance commuting and more potential for self sufficiency in terms of living and working in the same area. Trips will be significantly lower and not so concentrated within the peak hours. If one adds positive proposals for improvements to the existing public transport system, introduction and extension of greenway systems for pedestrian and cyclists, measures of traffic calming on all adjacent roads and low car parking standards within the new development then some major gains could be achieved. Clearly scheme KXRLG 2 is the lowest in volume and most mixed in usage. Coupled with proposals of the kind outlined above it could make a significant improvement to some of the serious movement problems assaulting Kings Cross today.

Table 23 below indicates the current travel - to - work pattern in camden and Islington.

	Camden			Islington			both boroughs		
	men	women	total	men	women	total	men	women	total
jobs	12542	7805	*20347*	7676	4176	*11852*	20218	11981	*32199*
filled by people from...									
...same borough	1962	1924	*3886*	1596	1492	*3088*	3558	3416	*6974*
...the other/both	576	531	*206*	206	142	*348*	4340	4089	*8429*
...rest of Inner L.	2626	2069	*4695*	1885	1211	*3096*	4511	3280	*7791*
...Outer London	4190	2355	*6545*	2373	916	*3289*	6563	3271	*9834*
...beyond	3188	626	*3814*	1616	415	*2031*	4804	1041	*5845*
residents of the Borough(s) travelling out of the two Boroughs and working...									
...rest of IL	1632	1400	*3032*	1503	1171	*2674*	3135	2571	*5706*
...Outer London	409	217	*626*	293	91	*384*	702	308	*1010*
...beyond	111	32	*143*	73	26	*99*	184	58	*242*
all active residents	4320	3715	*8035*	4041	3311	*7352*	8361	7026	*15387*

Note: these data are from the 10% sample census. Add a zero for an estimate of actual numbers
Data from Census 1981

Transport Issues

The four schemes differ radically on the following transport issues:

- Low-level Channel Tunnel Terminal
- North London Line; King's Cross Suburban Services
- Thameslink
- Traffic generation and impact of King's Cross gyratory (DT) and LUL works
- Design standards of safety and amenity for all modes within the new development.

Low-level Channel Tunnel Terminal
Both the LRC and KXT schemes accommodate the BR low-level terminal proposals. The financial/development equation arising out of such a decision has already been discussed in Chapter 3 and elsewhere in this Report. Like wise the severe environmental and safety consequences of its construction and subsequent operation.

The KXRLG options do not accommodate these proposals for the following reasons:

• Stratford is the logical location for such a terminal, in terms of the railway system. It is accessible to freight (which King's Cross is not). It has rail links to the north of England, and if the commitment was made, connecting services could be provided. It has good existing links with the Docklands Light Railway; LRT Central Line; the North London Line and the Gospel Oak-Barking Line. Future programmed linkages will include the Jubilee Line and the east-west Crossrail.

• Stratford is the logical location for such a terminal on strategic planning grounds. It is well placed within a major area of regeneration in East London. A terminal together with the necessary tunnel link to the North Downs and Folkestone would be the catalyst for a major readjustment in the present imbalances between east and west London. It would complement the Docklands development, the Hackney - M11 Link Road and Stansted Airport. It would open up much needed development and other opportunities in the East Thames corridor to South Essex and North Kent. It would relieve such pressures in West London, the Green Belt and Counties west of the Green Belt as well as in mid Kent. The Channel Tunnel Group (consisting of the London Boroughs of Bexley, Bromley, Hammersmith and Fulham, Islington, Camden, Newham, Barking, Lewisham, the ALA; LPAC and LDDC) supports Stratford on these grounds.

• Stratford is the logical location for such a terminal on cost (financial and environmental) grounds. It can be a surface level station (unlike King's Cross), which would inherently be far safer and far cheaper. It is accessible from the North Downs without expensive and disruptive tunnelling under South-east London (as is required with the King's Cross option). Both during construction and in subsequent operation, it would have far less environmental or traffic impact upon the surrounding area and public transport and road networks than King's Cross.

North London Line/ King's Cross Suburban Services

Scheme KXRLG 1A proposes a "two-handed" terminal arrangement utilising both a terminal at Stratford and St Pancras station linked together by the North London Line via a connection to be formed in the north-west corner of the Railway Lands site – such an option would enable passengers on Channel Tunnel stock, split at Stratford, to make King's Cross or St Pancras connection with onward journeys via connecting services from both termini. Such an option would avoid the expense of both a new terminal, and bored tunnel from Stratford to King's Cross, and provision of connecting rail services directly from Stratford. These savings could well be put into rolling stock and the necessary upgrading works to the North London passenger and freight lines. (North London Line and Barking-Gospel Oak). As a result, orbital rail services in London generally would be significantly improved. It is a relatively "cheap an cheerful" terminal option with no demolition or additional environmental impact either on or off site at King's Cross.

St Pancras has some spare capacity at present. KXRLG 1A and the other KXRLG schemes would seek to avoid this being taken up by the proposed diversion of King's Cross suburban services into St Pancras. Instead, these services are retained on their present alignment and the suburban station upgraded. The diversion of the suburban services, included in both the LRC and KXT schemes up into the Midland mainline 'throat' to St Pancras has a seriously prejudicial and cost impact on the development potential of the Goods Yard, as well as presenting major engineering problems as an element in a remarkable grade separated railway 'interchange' in the vicinity of the St Pancras basin.

Thameslink
KXRLG options provide for a new Thameslink station - using a slight modification of the Posford de Vivier option B (Thameslink station only). Both the LRC and KXT schemes envisage new Thameslink services tied to the provision of the new low-level terminal. The KXRLG proposals would therefore enable improvements to Thameslink commuter services to be carried out independently of the Terminal programme or engineering works. The KXLRG proposed new Thameslink station is sub-surface with connections to both East Coast and Midland main Lines. It is a relatively simple and comparatively cheap option capable of avoiding Camley Street and with the minimum of disruption either on or off site at King's Cross.

Traffic generation/impact/King's Cross gyratory (DT) and LUL works
The four schemes differ radically in their volume and emphasis upon office floorspace and employment. This, in turn, leads to differing additional peak hour volumes of traffic on the King's Cross road, bus, rail and tube networks. The additional volumes generated by the LRC scheme are such as to have generated calls from both the Department of Transport and LUL for financial contributions to the necessary improvements to the trunk road and underground system at King's Cross. While the exact amount of the financial contribution to LUL is not known and thus cannot be included in this report, LRC have apparently given LUL a written commitment to fund necessary pre-Fennel, Fennel and post-Fennel works. Amongst many questionable aspects of such a situation is the apparent financial dependency of public works which should have been carried out yesterday upon the success of an extremely risky commercial venture.

The estimated contribution to the gyratory improvements is £30 million. A gyratory scheme has been designed by LRC for the Department of Transport. The scheme recently exhibited in King's Cross requires the demolition of frontage on the north side of Pentonville Road to provide extra capacity for the increased traffic flows. The principle design criterion is to ensure that the increased flows travel at no slower speed through the gyratory than is the case at present. Such a scheme clearly has 'knock-on' impact upon the system at The Angel and feeders into and out of the gyratory, occasioning congestion conditions for ever longer periods in the morning and evening peak. Such a situation is patently unsatisfactory for all concerned and could well lead to heightened pressure on the adjoining road system - including Copenhagen Street and Agar Grove for rat-running, as well as much increased car parking in residential streets adjoining the site. There appears to be no specific provision in the LRC proposal for improved bus flow through the gyratory.

The KXT and KXRLG schemes have progressively less commercial floorspace and what there is, is deliberately concentrated in the southern third of the site within relatively easy walking distance of the public transport nexus at King's Cross. The KXRLG 2 option is deliberately orientated towards a lower density, less commercial, more locally relevant scheme. It will generate markedly fewer trips and these will be the 'least peak-hour' dominated of the four schemes. In fact it is designed to achieve as many living and working opportunities on, or adjoining the site as possible.

The distribution of the LRC proposed commercial development right across the site (the two 44 storey blocks are in the far north-eastern corner) means that its success is partially dependent upon the introduction of a safe, attractive and reliable internal rapid transit system. Sketch designs accompanying the planning application indicate this centrally placed between road carriageways.

Design standards, safety and amenity
A high volume office dominated scheme with little residential population on site until the very last phases of development, and even then, in the most marginal corner of the site, contrasts ill, in terms of safety and amenity, with a relatively low-density scheme such as KXRLG 2. The latter provides much residential development on site and community, sports and arts facilities on site which will properly integrate it into the surrounding communities, making footpath and other links across the Railway Lands site boundaries markedly better used than they are at

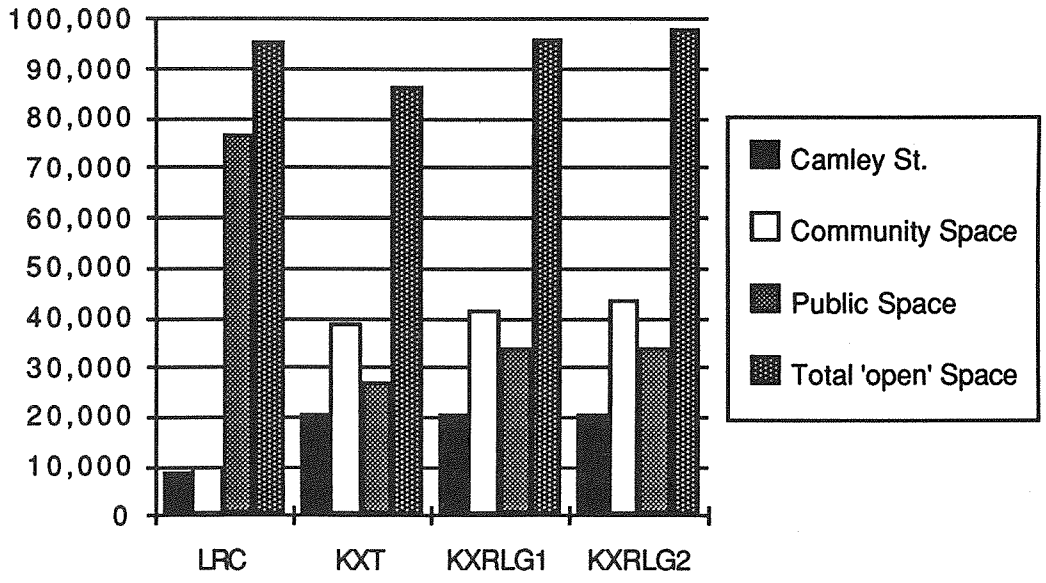
present. Outside peak office hours, and at weekends and holidays much of the road, foot and cycle network of the LRC scheme could well be 'dead' and dangerous.

Residential and other car parking standards adopted in the KXRLG and to some extent, KXT schemes are set deliberately low - partly because of the very considerably supply of public transport in the area and partly because of a commitment to the 'healthy cities' objectives allowing for safe, attractive internal footpaths and bus or other public transport services through high volumes of demand and usage.

At almost no point on site are wheelchair users required to negotiate ramped walkways in either the KXT or KXRLG schemes. It has to be said that this is by no means the case in the LRC scheme which incorporates several ramped systems on occasion so daunting as to be not only unsustainable but insulting.

Open Space

Figure 8: Open Space compared (sqm)



Public Open Space
All four schemes recognise the potential of the canal corridor as a major element of public open space. This will be difficult to capitalise upon in the early stages of both the LRC and KXT schemes because of the necessary de-watering. required by British Rail as part of the construction of links from the low level terminal to the Midland and East Coast mainlines.

The outreach work recorded in the People's Brief makes it very clear that in Kings Cross, where there is, and always will be, a railway terminal 'sub-culture', public open space must be demonstrably safe, secure, supervised, maintained and attractive to potential users, if it is not to become off putting through vandalism and anti-social behaviour of all kinds (dog mess; alcohol; solvent abuse). An office dominated scheme such as that proposed by LRC may well render the canal corridor, and indeed the central block of open space on the Goods Yard, relatively unattractive in the evenings and at the weekends when the area will be comparatively deserted and less capable of 'self policing'. As far as the canal corridor is concerned, this is much less likely to be the case with the KXT and KXRLG proposals, all of which introduce a substantial new residential population into the area as well as a very wide range of community, arts, heritage, sports and other activities into the Goods Yard complex of buildings.

The Local Authority are on record as not having either the capital or revenue funding to manage new areas of public open space. Consequently the KXT and KXRLG proposals have rejected a privately managed scheme in favour of public gardens modelled on the lines of Coram's Fields and the Calthorpe Project with a range of funding and elements of local management and control. The KXT scheme includes three such public gardens of 0.4 ha each while the KXRLG proposals opt for a single larger park, centrally placed, within the new housing area. The KXRLG schemes also acknowledge that there exists an opportunity on the surplus land at the north end of the British Library site for shared use to include a football pitch and coach park.

Community Open Space
Both the KXT and KXRLG schemes have developed a network of safe communal courtyard gardens within the housing blocks for use by residents, including families on upper floors. These are modelled on developments such as York Way Court Estate which immediately adjoins the site.

Camley Street
Camley Street is an urban nature conservation park (8816sqm) located along the southern edge of the canal and managed by the London Wildlife Trust. Since its acquisition in 1981, it has taken the best part of a decade for the site to be developed from a wasteland into an ecological park. The successful management of the park follows three broad objectives:

i) Conservation: to maintain the ecological habitat to support and encourage wildlife

ii) Research: to monitor the success of habitat creation techniques

iii) Education: to provide a safe but exciting place where interested people, including school parties can come to experience/develop an understanding and awareness of nature. It is currently visited by up to 10,000 school children per annum.

As a result of the accommodation of the low-level British Rail Channel Tunnel Terminal, both the LRC and KXT schemes accept the destruction of the existing Natural Park and its eventual recreation on decked land. All the KXRLG schemes preserve the Natural Park intact and anticipate substantial opportunities for expansion of open space for nature both to the west and to the south. Alternatively, some or all of the expansion area could be developed as additional public open space. While the Natural Park is a major asset and substantially increases the total open space, it is recognised that for its management, access has to be controlled.

Regent's Canal:
The Regent's Canal was authorised by an Act of 1812 and was opened in 1820. It connects the Grand Union Canal at Paddington to the Thames at Limehouse. The Canal falls 100ft (30m) by locks in 8 miles to achieve this. Today it is predominantly used by pleasure crafts but it nevertheless provides residential moorings for many tens of families in narrowboats.

The LRC and KXT schemes incorporate British Rail required connections from the low level terminal to both the Midland and East Coast mainlines. These connections may not only require the Canal to be drained for a considerable amount of time, but could also destroy the boat basin and very severely inhibit passage and enjoyment of the Regent's Canal in the vicinity of the lock during the construction period. This would have a serious impact on existing families presently living in narrowboats on Regent's Canal. Enjoyment and usage of the basin and canal is unimpaired and indeed enhanced by the KXRLG options, as there will be no necessity to drain the canal nor destroy the boat basin.

The LRC scheme will extend the canal southwards on a substantial 'fill' over the low level terninal and dam it near the point of entry to the underground concourse. Former Coal Dock and Granary basins will be re-opened in all four schemes. However, in the LRC scheme the

Granary basin appears to be solely for effect. The basin will not be usable as no access for boats will be available (the boats envisaged for that basin will be crane-lifted into it where they will permanently stay). In the KXT scheme, the Granary basin is used as an open amphitheatre. In all KXRLG schemes both the Coal and Granary basins will be re-opened to water borne traffic and re-used for a range of purposes including material deliveries and water leisure activities.

Conservation and Heritage
The Railway Lands contain a unique assemblage of Victorian railway architecture and engineering works, including a number of grade 1 and grade 2 listed buildings. Many other buildings are of supplementary historical importance. Two thirds of the site lies within the Regent's Canal and Kings Cross Conservation Areas.

On the evidence of drawings submitted by LRC in summer 1991 for planning permission for Listed Building and Conservation Area Consent, many of these buildings would be partly or wholly demolished and the special character of both Conservation Areas quite radically transformed and in our opinion, damaged by the LRC scheme.

The Kings Cross Conservation Areas Advisory Committee has carried out a very thorough appraisal of the historical and architectural quality of the area, its buildings and associated infrastructure and works. Both the KXT and KXRLG schemes recognise this appraisal. They propose the retention of the vast majority of buildings and works on site, in line with the KCCAAC recommendations. Imaginative proposals are put forward in all three schemes for conversion and refurbishment to form a Heritage Trail across the site. It is intended to create a series of complementary uses for the Goods Yard complex of buildings and adjoining Canal to revitalise the area in line with positive principles of Conservation and Development. Opportunities for balanced and careful conservation may well increase as the density and volume of the new development diminishes, and certainly, if a new Second Channel Tunnel Terminal can be avoided, and if an injection of public funds is obtained.

Urban Form and Design:
The LRC scheme is designed as one 'canvas', with the central core of open space and historic buildings enclosed by two arms of 7-10 storey office blocks meeting in the north-east of the site in the form of two 44 storey towers. There appears to be little recognition of existing urban characteristics either on site or adjoining the site and there seems to be no differentiation between different parts of the site i.e. between the north and south of Regents Canal. The scheme as a whole has little relation to the broader local environment in terms of its scale and appearance.

The KXT scheme differentiates between north and south of the Regent's Canal. To the north a network of housing and an integrated hierachy of relatively small open spaces. To the south a dense sequence of 6-9 storey office courtyards retaining to some extent the existing character set by the Stanley Buildings and Passage and the German Gymnasium. The scheme as a whole has a fairly good relation to the broader local environment in terms of its scale and appearance.

The KXRLG 1A & 1B schemes both differentiate between north and south of the Regent's Canal. North of the canal, both 1A and 1B maintain a network of housing which includes an integrated hierachy of relatively small open spaces. However, south of the Regent's Canal the scheme is less dense than both the LRC scheme and KXT in so far as there is a sequence of 6 storey courtyard office blocks, which fit in well with existing and proposed housing blocks. Views into Kings Cross are not blocked by any decking over the throat of the Station.

The KXRLG 2 scheme also differentiates between the north of Regent's Canal and the south. The north of the scheme maintains a network of housing, with an integrated hierachy of open space, while the south offers a mixed courtyard development, predominantly residential and generally about five storeys high, and altogether less dense and more domestic in scale than any of the other schemes included in this comparison.

Both schemes envisage a scale and form of new building and spaces which is sympathetic to, and reflective of, the existing character of development on site and adjoining it.

How it would be done

Apart from the current Training Trust initiative, an office dominated scheme of the kind proposed by LRC will not offer much real opportunity for a new inner city 'organisational landscape'. The scheme is necessarily high tech in construction terms and extremly risky in marketing terms. It is, very largely, a straight commercial package underscored by a legal agreement between the public and private sectors. As such it is not conducive to the kind of incremental, organic and rich mix and pattern of implementation which emerged as the ideal format over the course of the KXRLG / KXT outreach work and subsequent KXRLG workshops. Neither does it appear conducive to the active establishment and involvement of Community Development Trusts and Companies and community involvement and control at every level and phase of the new development.

With both the KXT and KXRLG 1 schemes, discussions have focussed on the need for some sort of Development Agency for the whole area, and subsidiary bodies for individual buildings and mixed use blocks. The overall agency might be a bit like a 'Development Trust' and have something in common with mixed economy (public/private) companies used for big projects in France, but with more involvement of the local community.

The parts of the scheme could be built and managed by a series of interlocking Trusts, Heritage Trusts, Housing Trusts, Business Trusts, Training Trusts etc. with varying representation drawn fron commercial and public sector interests, user groups and so on. The KXRLG 1 social housing scheme certainly envisages a mix of small and large implementing agencies including ethnic minority Housing Associations and Co-operatives.

In addition to the above 'Partnership' approach to inner city regeneration, scheme KXRLG 2 also opens up the alternative possibility of establishing a new, user friendly, mini New Town or Village Development Corporation with transference of all assets to the appropriate Local Authorities once the Corporations' work is completed and it is wound up.

Because of their high residential component, the KXT and KXRLG options do provide for and are committed to the development of a model forms of inner city regeneration including a variety of opportunities for community-based management and control.

Environment and Social Impact

The following assesment are made in the absence of any comprehensive Environmental or Social Impact Statements. They are necessarily prelimenary in nature.

The LRC scheme provides a greater volume and the a higher density of development of any of the schemes. The densities at the site edges are even more concentrated by virtue of the central open space and core of historic buildings. The two 44 storey office blocks in the north-east of the site would overlook and overshadow many adjoining properties. The scheme also incorporates the British Rail low level international terminal proposals with their attendant property demolition on and off site..The sheer size of the development could require round the clock and round the year development which might include weekends and possibly evening work. The combined environmental impact of the BR and LRC proposals can only be adjudged as severe.

The new international Terminus together with the new 'office city' on the Railway l Lands is very likely to impose considerable traffic problems for the local road network which in turn could well lead to local road congestion over even longer periods of the day. This may itself generate additional pressure for local demolition to increase the capacity of other parts of the network. The additional momentum for rat - running and off site parking will require extensive traffic management and calming measures. Studies at UCL already suggest that the scheme would also encourage ripple social effects off-site by creating "hope values" for property which in turn would lead to an acceleration of the right to buy, gentrification and the loss of cheap light industrial floorspace. through rent increases. This could affect the long term social balance and local economy of the area. Such a situation could well create growing social tension and the breakup of established communities around the Railway Lands.

The KXT, KXRLG1A and 1B and the KXRLG 2 schemes are progressively lower in density, total volume and especially office/commercial content. They are on the other hand high in residential content and have an overall urban form which will not exceed 9 storeys in the KXT scheme and 6 storeys in the KXRLG schemes. While the KXT scheme proposes the British Rail scheme with all its attendant damage to the environment, only the KXRLG 1A scheme proposes to accommodate an on site link (at St. Pancras) with the preferred Stratford Channel Tunnel Terminal.

All three schemes seek to develop ecvironmentally friendly models of new housing development including provision for solar energy, Combined heat and power, safe usable residential streets, greenways soley for pedestrians and cycles and low car parking standards in accordance with the 'Healthy Cities' objectives.

All three schemes create a new sizeable new community on site (not including the existing residents which will not be displaced as in the LRC scheme). Of all the three schemes, the KXRLG scheme 2 offers the least commercial content, and is therefore likely to prevent ripple 'hope value effects from occurring in the surrounding areas. The scheme also offers a higher percentage of social housing than any other scheme. In both the KXRLG schemes all development is equally phased in order to build up the new housing hand in hand with matching retail and community facilities. The workshop records (Appendix 6) confirm the desirability of incremental and sensitive development involving a range of large and small Agencies (the Local Authorities, Housing Associations, Co-ops etc.) if issues such as segregation versus integration and quality versus quantity are to be successfully addressed.

As the schemes become progressively better balanced and less risky, there is far greater likelyhood of development being obtained for the site as a whole rather than just initial development of the more commercially attractive parts.

Matching up to the People's Brief

The LRC scheme is far removed from the basic principles set out in the Peoples Brief, favouring a mixed scheme, balanced geographically, meeting local needs and with genuine opportunities for community involvement and control.

The KXT scheme is more in harmony with these basic principles. However, it is still overly reliant upon office floorspace, the density and quality of which is excessive. Both the LRC and KXT schemes accommodate the low-level Channel Tunnel Terminal under Kings Cross and as such, are detrimental to the interests of the local community.

The KXRLG 1 schemes provide much the same ammount of affordable housing, non office employment, community facilities, and open space as the KXT scheme for less than half the office floorspace. Even so, the quantity of office development south of the canal is still significant.

Scheme KXRLG 2 is probably the one that comes closest to meeting the real objectives of the People's Brief. It is however, reliant on an injection of new public (including EC) funds which may or may not be realistic.

Figure 24: Facing the facts

	Note: Many of the figures used and assessments made, are best estimates.				
	LRC	KXT	KXRLG1A	KXRLG1B	KXRLG2
Development Volume/sqm					
Total Housing	150,962	223,779	195,000	195,000	205,000
Social Housing	50,321	149,186	130,000	130,000	153,750
Housing for Sale	100,641	74,593	65,000	65,000	51,250
Office	544,858	373,665	180,000	180,000	22,000
B1/B2	18,580	35,855	39,000	39,000	39,000
Retail	27,870	20,758	30,000	30,000	30,000
Leisure	16,722	21,337	22,255	22,255	22,255
Community	16,772	21,334	22,255	22,255	22,255
Hotel	9,290	15,000	10,000	10,000	10,000
Total Floorspace / sqm	785,054	711,728	498,510	498,510	350,510
Financial					
IRR	9.45%	11.98%	10.86%	10.86%	9.95%
Equity share for landowners	Yes	Yes	Yes	Yes	Yes
Initial downpay	Yes (£400m)	None	None	None	None
Land gifted /m2	23,000	85,000	75,000	75,000	86,000
£ Social Housing	None	Yes (£184.5m)	YES (160m)	Yes (£160m)	None
£ to BR infrast.	None (*1)	None	None	None	None
£ to LUL upgrade	Yes	None	None	None	None
£ to DTp. gyratory	Yes (£30m)	None	None	None	None
Transport					
Channel Tunnel Terminus	Yes	Yes	Yes	No	No
East-West Road link	Yes	No	Yes	Yes	Yes
York Road Station	No	No	Reopened	Reopened	Reopened
King's Cross Gyratory	Enlarged	Min. change	Min. change	Min. change	Min. change
Traffic impact	Very Severe	Severe	Some	Limited	Slight
Housing (on site*2)					
% for social	33%	66%	66%	66%	75%
% for open market	66%	33%	33%	33%	25%
Social 'family' units	286	956	900	900	1,070
Social 'single' units	292	488	540	540	640
Total Social units	578	1,444	1,440	1,440	1,710
Total open market units	1,111	824	820	820	660
Total units (S+OM)	1,689	2,268	2,260	2,260	2,370
Community / persons	6,360	8,771	8,140	8,140	8,665
Housing with roof gardens	No	No	Yes	Yes	Yes
Employment					
Total employment	25,524	18,810	12,858	12,858	4,942
Office jobs	22,814	15,644	8,868	8,868	1,086
Industrial jobs	577	1,116	1,280	1,280	1,280
Retail jobs	1,082	770	1,290	1,290	1,290
Leisure jobs	359	460	530	530	530
Community jobs	359	460	530	530	530
Hotelier jobs	333	360	360	360	226
Training resource needs	Unmanageable	Unmanageable	Manageable	Manageable	Manageable
Urban form					
Off site demolition (bldgs)	Yes	Yes	No	No	No
Building height Range	7 to 44	5 to 9	5 to 7	5 to 7	4 to 6
Retention / Listed Bldgs	Some	All	All	All	All
Regents Canal de-watered	Yes	Yes	No	No	No
Coal basin opened	Yes	Yes	Yes	Yes	Yes
Granary basin opened	Yes	Yes (arena)	Yes	Yes	Yes
Destroy St. Pancras Basin	Yes	Yes	No	No	No
Destroy Camley st.	Yes	Yes	No	No	No
Increase Camley St. / sqm	9,000	20,500	20,500	20,500	20,500
Community Space / sqm	10,000	38,500	41,500	41,500	43,500
Public Space / sqm	76,500	27,000	34,000	34,000	34,000
Total 'open' Space / sqm	95,500	86,000	96,000	96,000	98,000
Environmental Impact	Major impact	Great impact	Neutral	Limited gain	Significant gain
Community Involvement					
Implementation/Control	Developers	Trust	Trust	Trust	Trust
Monitoring/TUC	Very limited	Limited	Integral part	Integral part	Integral part
*1: A down payment to land owners could be used by BR towards railway costs					
*2: Housing % breakdown & Unit estimations do not include any proposed figures for off-site refurbishments					

13: Conclusions: KXRLG The Way Ahead

The work over the last six months to draw up two alternative development scenarios for the Kings's Cross Railway Lands and compare them with the LRC and KXT proposals, has been quite a triumph. The plans received their public launch at a press briefing on May Day in the Shaw Theatre - where they were commended by MPs Frank Dobson and Chris Smith, Stan Newens MEP, and the Chair of Camden's Planning Committee Brian Woodrow.

Frank Dobson explained why the Railway Lands Group's proposals are so important: "It is a crude choice. Will the land at King's Cross be used for the benefit of the local community, or to line the pockets of the property speculators? Here in King's Cross, homeless people want to be rehoused, people want gardens, they want community facilities. No-one ever comes to me and says they want offices. The King's Cross Railway Lands Group are proposing an alternative to the horrors of the Office City, based on recognition of local needs. But what they are proposing is also very much a compromise - they are moderate and reasonable in their demands. It is the developers who are the extremists."

Chris Smith agreed that the development of the Railway Lands will have a London-wide impact. "It is the largest inner-city development site in the whole of Europe. An enormous scale, and an enormous opportunity. What eventually goes on the site will be there for decades to come, so it is vital that we get it right. It is tremendously encouraging to see what the Railway Lands Group have done - they were not satisfied simply to say "No, we don't want an office city; no we don't want 44 storey tower blocks". Instead they consulted, pulled the ideas together for what ought to be there, and have now produced detailed impressive plans showing what the possibilities are. It is a completely different approach to planning - to start from the bottom up rather than from the developer down".

Since then the London Branch of the Royal Town Planning Institute has unanimously voted the project runner up in its 1991 Award for Planning Achievement.

Commenting on the work, the judges note:-

"Faced by proposals for massive office development to pay for a second Channel Tunnel Terminal, the KXRLG produced two sets of alternative proposals more in keeping with the community's aspirations. Both were convincingly drawn up and presented. The analysis was comprehensive, covering many aspects such as floor space, uses, finance, transport, housing, employment, urban form and environmental impact. The Group seeks to divert development pressures and the Terminal elsewhere, and clearly the need to fund the Terninal or not, will critically affect the rest of the development. However, the Group has prepared realistic alternatives, and the thorough comparison of costs is particularly valuable in highlighting the likely viability of alternatives to the commercial/Terminal proposals".

This work and the achievements of the group and its own workers, together with colleagues at the Bartlett School of Architecture and Planning, can be contrasted with the £35 million LRC have reputedly already spent on drawing up and promoting their proposals.

With the collapse of the office market there are very sound practical reasons, as well as arguments in principle, for wishing to see the realisation of the more

modest, more balanced approach to development set out in the KXLRG options. The Group does not wish to see the Railway Lands lying waste for another twenty years. Nor does it wish to see a speculative first and second phase commercial scheme grind to a halt with little or nothing provided of relevance to local people. Instead, the Group intends to take its schemes and findings back out to its membership and the community at large. In the process the balance between the different development components can be further tested, as can views on the different political and other options open to the Group. At the same time, the degree of local support for a specific planning application will be ascertained. Such an application may, however, prove prohibitively expensive to submit.

A number of views have already been expressed about the provision of public open space contained within the KXRLG proposals. More information will be obtained on the costs of providing and running substantial public open spaces in an area such as King's Cross. The Group will also extend its knowledge of, and interest in, Community Development Trusts and other vehicles for partnership and elements of local control. The Group is committed to seeing development of the Railway Lands along "healthy city" principles. It will pursue the design, management and other implications of such an approach to new development, and will specifically address the problems of relocation of both the waste transfer and concrete batching plants. More information will be obtained from existing businesses as to how they might best be incorporated within any new industrial or service development of the Railway Lands.

In many senses the way ahead lies with the people of King's Cross and their elected representatives. Let good sense and common sense prevail!

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Addendum: Estimated financial and phasing profiles of the four schemes

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	The LRC Financial Estimates													
2														
3														
4														
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel						
6	1	8,454	67,536	0	8,826	8,151	8,151	0						
7	2	15,421	161,460	0	10,405	3,484	3,484	9,290						
8	3	91,568	121,234	16,722	3,530	1,384	1,384	0						
9	4	45,521	174,280	1,956	5,109	2,183	2,183	0						
10	5	0	20,345	0	0	510	510	0						
11	Total	150,962	544,857	18,680	27,870	16,722	16,722	9,290						
12														
13														
14														
15	building start	1994 (1a)	1995 (1b)	1996 (2a)	1997 (2b)	1998 (3a)	1999 (3b)	2000 (4a)	2001 (4b)	2001 (5a)	2002 (5b)	£/m2 to const	Total	
16	Res. total	0	8,454	12,170	3,251	0	81,568	0	45,521	0	0	1098	150962	
17	Social	0	2,818	4,057	1,084	0	27,188	0	15,174	0	0	1098	50321	
18	Sale	0	5,636	8,113	2,167	0	54,377	0	30,347	0	0	1098	100640	
19														
20	Offices	1,486	86,052	46,078	115,382	113,245	7,988	99,496	74,785	20,345	0	1285	544858	
21	B1/B2	0	0	0	0	0	16,722	0	1,956	0	0	958	18680	
22	Retail	7,803	1,022	2,684	7,711	0	3,530	3,150	1,951	0	0	710	27870	
23	Leisure	9,151	0	0	3,484	0	1,384	0	2,183	511	0	788	16723	
24	Community	9,151	0	0	3,484	0	0	0	2,183	511	0	788	16723	
25	Hotel	0	0	0	9,290	0	0	0	0	0	0	1421	9290	
26	Total Building	27,591	75,526	80,842	142,802	113,245	112,594	102,655	128,481	21,367	0			
27	Total building from all phases		785005 m2											
28														
29														
30														
31	Infrast. £	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
32	Landscaping	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	46,000,000		
33	Decking	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	150,000,000		
34	DTp	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	30,000,000		
35	BR	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	400,000,000		
36	Other	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	100,000,000		
37														
38														
39														
40	Net Contract cost of construction													
41	Res. total	0	6,188,328	8,908,074	2,379,366	0	59,705,848	0	33,321,006	0	0			
42	Social Family:	The construction cost is not met by the development												
43	Sale	0	6,188,328	8,908,074	2,379,366	0	59,705,848	0	33,321,006	0	0			
44														
45	Office	1,879,790	83,555,780	58,288,870	145,958,230	143,254,925	10,106,085	125,882,440	94,603,025	25,736,425	0			
46	B1/B2	0	0	0	0	0	16,019,676	0	1,779,954	0	0			
47	Retail	5,540,130	725,820	1,912,740	5,474,810	0	2,506,300	2,242,890	1,385,210	0	0			
48	Leisure	7,192,686	0	0	2,738,424	0	1,085,884	0	1,715,838	401,846	0			
49	Community	7,192,686	0	0	2,738,424	0	1,085,884	0	1,715,838	401,846	0			
50	Hotel	0	0	0	13,201,090	0	0	0	0	0	0			
51	Total Bldng £	21,805,292	90,469,728	69,109,484	172,490,344	143,254,925	80,529,375	128,105,330	134,529,881	28,539,717	0			
52														
53	Landscape	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000			
54	Decking	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000			
55	DTp	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000			
56	BR	400,000,000	0	0	0	0	0	0	0	0	0			
57	Other	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000			
58	Total Infrast	432,600,000	32,600,000	32,600,000	32,600,000	32,600,000	32,600,000	32,600,000	32,600,000	32,600,000	32,600,000			
59														
60	net £/year	454,405,292	123,069,728	101,709,484	205,090,344	175,854,925	123,129,375	160,705,330	167,129,881	59,139,717	32,600,000			
61	Total net £	1,602,825,076												
62	Total Gross Construction Cost (with fees added			0.125)										
63	Gross £/year	511,205,954	138,453,444	114,423,170	230,726,637	197,836,791	138,520,547	180,793,496	188,018,991	66,532,182	36,675,000			
64	Total gross £	1,803,178,211												
65														
66														
67	Space for disposal (2 years from Start)				Net is assumed 85% for Offices, 90% for all other uses)									
68		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
69	Residential			0	7,608	10,953	2,926	0	73,409	0	40,969	0	0	
70	Social (by HA or other agencies)			0	2,536	3,651	976	0	24,469	0	13,657	0	0	33
71	Sale			0	5,072	7,302	1,950	0	48,939	0	27,312	0	0	2,835
72														
73														
74	Offices			1,283	56,144	38,166	98,075	98,258	8,781	84,572	63,567	17,293	0	380
75	B1/B2			0	0	0	0	0	15,050	0	1,672	0	0	138
76	Retail			7,025	920	2,426	6,940	0	3,177	2,843	1,756	0	0	239
77	Leisure			8,236	0	0	3,136	0	1,255	0	1,965	460	0	239
78	Community			8,236	0	0	3,136	0	1,255	0	1,965	460	0	100
79	Hotel			0	0	0	8,361	0	0	0	0	0	0	230
80														
81														
82														
83	Revenue from disposal													
84														
85	Residential													
86	Social													
87	Sale	0	0	0	14,380,254	20,700,320	5,529,101	0	138,742,816	0	77,430,371	0	0	
88														
89														
90	Offices	0	0	492,609	21,896,238	15,274,857	38,249,133	37,540,718	2,848,354	32,882,924	24,791,228	6,744,368	0	
91	B1/B2	0	0	0	0	0	0	0	2,076,872	0	230,764	0	0	
92	Retail	0	0	1,879,830	220,016	579,964	1,660,024	0	759,936	680,070	420,011	0	0	
93	Leisure	0	0	1,970,027	0	0	750,036	0	300,100	0	469,958	110,009	0	
94	Community	0	0	823,580	0	0	313,560	0	125,460	0	196,470	45,990	0	
95	Hotel	0	0	0	0	0	1,923,030	0	0	0	0	0	0	
96														
97	Total sale	0	0	0	14,380,254	20,700,320	5,529,101	0	138,742,816	0	77,430,371	0	0	2008
98	New rentals	0	0	4,966,056	22,116,254	15,854,821	42,895,783	37,540,718	5,910,725	33,882,994	26,108,429	6,900,368	0	2008
99	Rent Flow		0	4,966,056	27,082,310	42,937,132	85,832,914	123,373,632	129,284,356	162,847,350	189,955,778	195,958,144	195,958,144	195,958,150
100	Total Revenue			4,966,056	41,462,564	63,637,451	91,362,015	123,373,632	268,027,272	162,847,350	266,486,149	195,958,144	195,958,144	195,958,150
101	Cash Flow	-511,205,954	-138,453,444	-109,457,113	-189,264,073	-134,199,340	-47,158,532	-57,419,865	80,010,281	96,415,168	229,811,149	195,958,144	195,958,144	195,958,150
102														
103	real IRR	9.45%												

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	The KXT Financial Estimates													
2														
3														
4														
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel						
6	1	36,360	47,600	3,750	1,500	495	495	0						
7	2	61,084	93,845	8,305	1,408	8,822	8,821	0						
8	3	38,210	72,150	16,050	500	8,702	8,701	0						
9	4	38,375	76,120	0	12,600	3,318	3,317	0						
10	5	49,750	83,950	7,750	4,750	0	0	15,000						
11	Total	223,779	373,665	35,855	20,758	21,337	21,334	15,000						
12														
13														
14														
15	building starts	1994 (1a)	1995 (1b)	1996 (2a)	1997 (2b)	1998 (3a)	1999 (3b)	2000 (4a)	2001 (4b)	2001 (5a)	2002 (5b)	£/m2 to const		
16	Res. total	18,180	18,180	30,542	30,542	19,105	19,105	19,188	19,188	24,875	24,875	1098		
17	Social	12,120	12,120	20,361	20,361	12,736	12,736	12,792	12,792	16,583	16,583	1098		
18	Sale	6,060	6,060	10,180	10,180	6,368	6,368	6,396	6,396	8,291	8,291	1098		
19	(note lines 16, 17, 18 independent)													
20	Offices	23,800	23,800	46,923	46,923	36,075	36,075	38,060	38,060	41,975	41,975	1265		
21	B1/B2	1,875	1,875	4,153	4,153	8,025	8,025	0	0	3,875	3,875	958		
22	Retail	750	750	704	704	250	250	6,300	6,300	2,375	2,375	710		
23	Leisure	248	248	4,411	4,411	4,351	4,351	1,659	1,659	0	0	786		
24	Community	248	248	4,411	4,411	4,351	4,351	1,659	1,659	0	0	786		
25	Hotel	0	0	0	0	0	0	0	0	7,500	7,500	1421		
26	Total Building	45,100	45,100	91,142	91,142	72,156	72,156	66,866	66,866	80,599	80,599			
27	Total building from all phases		711,723 m2											
28														
29														
30														
31	Infrast. £	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
32	Landscaping	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	42,000,000		
33	Decking	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	100,000,000		
34	Dpt.	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0		
35	BR	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0		
36	Other	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	100,000,000		
37														
38														
39														
40	Net Contract cost of construction													
41	Res. total	19,961,640	19,961,640	33,534,018	33,534,018	20,976,192	20,976,192	21,068,424	21,068,424	27,311,652	27,311,652			
42	Social	13,307,760	13,307,760	22,356,378	22,356,378	13,984,128	13,984,128	14,045,616	14,045,616	18,208,134	18,208,134			
43	Sale	6,653,880	6,653,880	11,177,640	11,177,640	6,992,064	6,992,064	7,022,808	7,022,808	9,103,518	9,103,518			
44														
45	Office	30,107,000	30,107,000	59,356,963	59,356,963	45,634,875	45,634,875	48,145,900	48,145,900	53,098,375	53,098,375			
46	B1/B2	1,796,250	1,796,250	3,978,095	3,978,095	7,687,950	7,687,950	0	0	3,712,250	3,712,250			
47	Retail	532,500	532,500	499,840	499,840	177,500	177,500	4,473,000	4,473,000	1,686,250	1,686,250			
48	Leisure	194,535	194,535	3,467,046	3,467,046	3,419,886	3,419,886	1,303,974	1,303,974	0	0			
49	Community	194,535	194,535	3,466,653	3,466,653	3,419,493	3,419,493	1,303,581	1,303,581	0	0			
50	Hotel	0	0	0	0	0	0	0	0	10,657,500	10,657,500			
51	Total Bldng £	52,786,460	52,786,460	104,302,615	104,302,615	81,315,896	81,315,896	76,294,879	76,294,879	96,466,027	96,466,027			
52														
53	Landscape	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000			
54	Decking	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000			
55	DTp	0	0	0	0	0	0	0	0	0	0			
56	BR	0	0	0	0	0	0	0	0	0	0			
57	Other	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000			
58	Total infrast £	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000	24,200,000			
59														
60	net £/year	76,986,460	76,986,460	128,502,615	128,502,615	105,515,896	105,515,896	100,494,879	100,494,879	120,666,027	120,666,027			
61	Total net £	1,064,331,753												
62	Total Gross Construction Cost (with fees added			0.125)										
63	Gross £/year	86,609,768	86,609,768	144,565,441	144,565,441	118,705,383	118,705,383	113,056,739	113,056,739	135,749,280	135,749,280			
64	Total gross £	1,197,373,222												
65														
66														
67	Space for disposal (2 years from Start)			Not is assumed 85% for Offices, 90% for all other uses)										
68		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
69	Res. Total			16,362	16,362	27,488	27,488	17,195	17,195	17,269	17,269	22,388	22,388	33
70	Social			10,908	10,908	18,325	18,325	11,462	11,462	11,513	11,513	14,925	14,925	33
71	Sale			5,454	5,454	9,162	9,162	5,731	5,731	5,756	5,756	7,462	7,462	2,835
72														
73														
74	Offices			20,230	20,230	39,884	39,884	30,664	30,664	32,351	32,351	35,679	35,679	390
75	B1/B2			1,688	1,688	3,737	3,737	7,223	7,223	0	0	3,488	3,488	138
76	Retail			675	675	634	634	225	225	5,670	5,670	2,138	2,138	239
77	Leisure			223	223	3,970	3,970	3,916	3,916	1,493	1,493	0	0	239
78	Community			223	223	3,969	3,969	3,915	3,915	1,493	1,493	0	0	100
79	Hotel			0	0	0	0	0	0	0	0	6,750	6,750	239
80														
81														
82														
83	Revenue from disposal													
84														
85	Res. Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
86	Social	0	0	359,964	359,964	604,722	604,722	378,259	378,259	379,922	379,922	492,515	492,515	
87	Sale	0	0	15,462,090	15,462,090	25,974,270	25,974,270	16,247,952	16,247,952	16,319,394	16,319,394	21,154,487	21,154,487	
88														
89														
90	Offices	0	0	7,889,700	7,889,700	15,554,809	15,554,809	11,958,863	11,958,863	12,616,890	12,616,890	13,914,713	13,914,713	
91	B1/B2	0	0	232,875	232,875	515,741	515,741	996,705	996,705	0	0	481,275	481,275	
92	Retail	0	0	161,460	161,460	151,557	151,557	53,820	53,820	1,356,264	1,356,264	511,290	511,290	
93	Leisure	0	0	53,282	53,282	949,600	949,600	936,683	936,683	357,150	357,150	0	0	
94	Community	0	0	22,275	22,275	396,945	396,945	391,545	391,545	149,265	149,265	0	0	
95	Hotel	0	0	0	0	0	0	0	0	0	0	1,552,500	1,552,500	
96														
97	Total sale	0	0	15,462,090	15,462,090	25,974,270	25,974,270	16,247,952	16,247,952	16,319,394	16,319,394	21,154,487	21,154,487	
98	New rentals	0	0	8,719,556	8,719,556	18,173,373	18,173,373	14,715,875	14,715,875	14,859,491	14,859,491	16,952,293	16,952,293	2006
99	Rent Flow		0	8,719,556	17,439,112	35,612,485	53,785,858	68,501,733	83,217,608	98,077,099	112,936,590	129,888,882	146,841,175	146,843,181
100	Total Revenue			24,181,646	32,901,202	61,586,755	79,760,128	84,749,685	99,465,560	114,396,493	129,255,984	151,043,369	167,995,661	146,843,181
101	Cash Flow	-86,609,768	-86,609,768	-120,383,796	-111,664,240	-57,118,628	-38,945,255	-28,307,054	-13,591,179	-21,352,788	-6,493,297	151,043,369	167,995,661	146,843,181
102														
103	real IRR	11.98%												

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	The KXRLG 1a + 1b Financial Estimates													
2														
3														
4														
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel						
6	1	39,000	50,000	7,800	6,000	4,450	4,450	0						
7	2	39,000	50,000	7,800	6,000	4,450	4,450	0						
8	3	39,000	50,000	7,800	6,000	4,450	4,450	0						
9	4	39,000	15,000	7,800	6,000	4,450	4,450	10,000						
10	5	39,000	15,000	7,800	6,000	4,450	4,450	0						
11	Total	195,000	180,000	39,000	30,000	22,250	22,250	10,000						
12														
13														
14														
15	building starts	1994 (1a)	1995 (1b)	1996 (2a)	1997 (2b)	1998 (3a)	1999 (3b)	2000 (4a)	2001 (4b)	2001 (5a)	2002 (5b)	£/m2 to const		
16	Res. total	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500	1098		
17	Social	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,000	13,000	1098		
18	Sale	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	6,500	1098		
19														
20	Offices	25,000	25,000	25,000	25,000	25,000	25,000	7,500	7,500	7,500	7,500	1265		
21	B1/B2	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	958		
22	Retail	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	710		
23	Leisure	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	786		
24	Community	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	786		
25	Hotel	0	0	0	0	0	0	5,000	5,000	0	0	1421		
26	Total Building	55,850	55,850	55,850	55,850	55,850	55,850	43,350	43,350	38,350	38,350			
27	Total building from all phases		498,500	m2										
28														
29														
30														
31	Infrast. £	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
32	Landscaping	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	42,000,000		
33	Decking	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	45,000,000		
34	Dpt.	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0		
35	BR	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	0		
36	Other	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	100,000,000		
37														
38														
39														
40	Net Contract cost of construction													
41	Res. total	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009	21,411,009			
42	Social	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001	14,274,001			
43	Sale	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008	7,137,008			
44														
45	Office	31,625,000	31,625,000	31,625,000	31,625,000	31,625,000	31,625,000	9,487,500	9,487,500	9,487,500	9,487,500			
46	B1/B2	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200			
47	Retail	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000			
48	Leisure	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850			
49	Community	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850			
50	Hotel	0	0	0	0	0	0	7,105,000	7,105,000	0	0			
51	Total Bldng £	62,399,909	62,399,909	62,399,909	62,399,909	62,399,909	62,399,909	47,367,409	47,367,409	40,262,409	40,262,409			
52														
53	Landscape	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000			
54	Decking	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000			
55	DTp	0	0	0	0	0	0	0	0	0	0			
56	BR	0	0	0	0	0	0	0	0	0	0			
57	Other	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000			
58	Total Infrast £	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000	18,700,000			
59														
60	net £/year	81,099,909	81,099,909	81,099,909	81,099,909	81,099,909	81,099,909	66,067,409	66,067,409	58,962,409	58,962,409			
61	Total net £	736,659,086												
62	Total Gross Construction Cost (with fees added			0.125	)									
63	Gross £/year	91,237,397	91,237,397	91,237,397	91,237,397	91,237,397	91,237,397	74,325,835	74,325,835	66,332,710	66,332,710			
64	Total gross £	828,741,471												
65														
66														
67	Space for disposal (2 years from Start)			Net is assumed 85% for Offices, 90% for all other uses)										
68		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
69	Res. Total			17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	33
70	Social			11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	33
71	Sale			5,850	5,850	5,850	5,850	5,850	5,850	5,850	5,850	5,850	5,850	2,835
72														
73														
74	Offices			21,250	21,250	21,250	21,250	21,250	21,250	6,375	6,375	6,375	6,375	390
75	B1/B2			3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	138
76	Retail			2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	239
77	Leisure			2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	239
78	Community			2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	100
79	Hotel			0	0	0	0	0	0	4,500	4,500	0	0	230
80														
81														
82														
83	Revenue from disposal													
84														
85	Res. Total	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
86	Social	0	0	386,100	386,100	386,100	386,100	386,100	386,100	386,100	386,100	386,100	386,100	
87	Sale	0	0	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	
88														
89														
90	Offices	0	0	8,287,500	8,287,500	8,287,500	8,287,500	8,287,500	8,287,500	2,486,250	2,486,250	2,486,250	2,486,250	
91	B1/B2	0	0	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	
92	Retail	0	0	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	
93	Leisure	0	0	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	
94	Community	0	0	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	
95	Hotel	0	0	0	0	0	0	0	0	1,035,000	1,035,000	0	0	
96														
97	Total sale	0	0	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	16,584,768	
98	New Rentals	0	0	10,483,068	10,483,068	10,483,068	10,483,068	10,483,068	10,483,068	5,716,818	5,716,818	4,681,818	4,681,818	2006
99	Rent Flow		0	10,483,068	20,966,136	31,449,204	41,932,272	52,415,340	62,898,408	68,615,226	74,332,044	79,013,862	83,695,680	83,697,686
100	Total Revenue			27,067,836	37,550,904	48,033,972	58,517,040	69,000,108	79,483,176	85,199,994	90,916,812	95,598,630	100,280,448	83,697,686
101	Cash Flow	-91,237,397	-91,237,397	-64,169,561	-53,686,493	-43,203,425	-32,720,357	-5,325,726	5,157,342	18,867,285	24,584,103	95,598,630	100,280,448	83,697,686
102														
103	real IRR	10.86%												

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	The KXRLG 2 Financial Estimates													
2														
3														
4														
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel						
6	1	41,000	8,000	7,800	6,000	4,450	4,450	0						
7	2	41,000	6,000	7,800	6,000	4,450	4,450	0						
8	3	41,000	4,000	7,800	6,000	4,450	4,450	0						
9	4	41,000	4,000	7,800	6,000	4,450	4,450	10,000						
10	5	41,000	0	7,800	6,000	4,450	4,450	0						
11	Total	205,000	22,000	39,000	30,000	22,250	22,250	10,000						
12														
13														
14														
15	building starts	1994 (1a)	1995 (1b)	1996 (2a)	1997 (2b)	1998 (3a)	1999 (3b)	2000 (4a)	2001 (4b)	2001 (5a)	2002 (5b)	£/m2 to const		
16	Res. total	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	1098		
17	Social	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	0		
18	Sale	5,125	5,125	5,125	5,125	5,125	5,125	5,125	5,125	5,125	5,125	1098		
19														
20	Offices	4,000	4,000	3,000	3,000	2,000	2,000	2,000	2,000	0	0	1265		
21	B1/B2	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	3,900	958		
22	Retail	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	710		
23	Leisure	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	786		
24	Community	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	2,225	786		
25	Hotel	0	0	0	0	0	0	5,000	5,000	0	0	1421		
26	Total Building	35,850	35,850	34,850	34,850	33,850	33,850	38,850	38,850	31,850	31,850			
27	Total building from all phases		350500	m2										
28	ok so far													
29														
30	Cost of most infrastructure met by British Government and European Grants. Total £ sought is equal to £187m net, £210m gross.											Total internal	Public funds	
31	Infrast. £	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	cost	costs	
32	Sitework	20%	20%	20%	10%	10%	10%	10%	0%	0%	0%	60,000,000	42,000,000	
33	Decking	20%	20%	20%	10%	10%	10%	10%	0%	0%	0%	40,000,000	45,000,000	
34	DTp	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
35	BR	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
36	Other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100,000,000	
37														
38														
39														
40	Net Contract cost of construction													
41	Res. total	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250			
42	Social: Cost of Construction met by public funding from British government and European Grants													
43	Sale	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250	5,627,250			
44														
45	Office	5,060,000	5,060,000	3,795,000	3,795,000	2,530,000	2,530,000	2,530,000	2,530,000	0	0			
46	B1/B2	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200	3,736,200			
47	Retail	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000	2,130,000			
48	Leisure	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850			
49	Community	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850	1,748,850			
50	Hotel	0	0	0	0	0	0	7,105,000	7,105,000	0	0			
51	Total Bldng £	20,051,150	20,051,150	18,786,150	18,786,150	17,521,150	17,521,150	24,626,150	24,626,150	14,991,150	14,991,150			
52														
53	Sitework	12,000,000	12,000,000	12,000,000	6,000,000	6,000,000	6,000,000	6,000,000	0	0	0			
54	Landscape	8,000,000	8,000,000	8,000,000	4,000,000	4,000,000	4,000,000	4,000,000	0	0	0			
55	Dpt.	0	0	0	0	0	0	0	0	0	0			
56	BR	0	0	0	0	0	0	0	0	0	0			
57	Other	0	0	0	0	0	0	0	0	0	0			
58	Total Infrast £	20,000,000	20,000,000	20,000,000	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0			
59														
60	net £/year	40,051,150	40,051,150	38,786,150	28,786,150	27,521,150	27,521,150	34,626,150	24,626,150	14,991,150	14,991,150			
61	Total net £	291,951,500												
62	Total Gross Construction Cost (with fees added			0.125	)									
63	Gross £/year	45,057,544	45,057,544	43,634,419	32,384,419	30,961,294	30,961,294	38,954,419	27,704,419	16,865,044	16,865,044			
64	Total gross £	328,445,438												
65														
66														
67	Space for disposal (2 years from Start)			Net is assumed 85% for Offices, 90% for all other uses)										
68		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
69	Res. Total			18,450	18,450	18,450	18,450	18,450	18,450	18,450	18,450	18,450	18,450	33
70	Social			13,838	13,838	13,838	13,838	13,838	13,838	13,838	13,838	13,838	13,838	0
71	Sale			4,613	4,613	4,613	4,613	4,613	4,613	4,613	4,613	4,613	4,613	2,835
72														
73														
74	Offices			3,400	3,400	2,550	2,550	1,700	1,700	1,700	1,700	0	0	390
75	B1/B2			3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	3,510	135
76	Retail			2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	239
77	Leisure			2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	239
78	Community			2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	2,003	100
79	Hotel			0	0	0	0	0	0	4,500	4,500	0	0	230
80														
81														
82														
83	Revenue from disposal													
84														
85	Res. Total	0	0	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	
86	Social	0	0	0	0	0	0	0	0	0	0	0	0	
87	Sale	0	0	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	
88														
89														
90	Offices	0	0	1,326,000	1,326,000	994,500	994,500	663,000	663,000	663,000	663,000	0	0	
91	B1/B2	0	0	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	484,380	
92	Retail	0	0	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	645,840	
93	Leisure	0	0	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	478,998	
94	Community	0	0	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	200,250	
95	Hotel	0	0	0	0	0	0	0	0	1,035,000	1,035,000	0	0	
96														
97	Total sale	0	0	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	13,076,438	
98	Total Rental	0	0	3,135,468	3,135,468	2,803,968	2,803,968	2,472,468	2,472,468	3,507,468	3,507,468	1,809,468	1,809,468	2006
99	Rent Flow		0	3,135,468	6,270,936	9,074,904	11,878,872	14,351,340	16,823,808	20,331,276	23,838,744	25,648,212	27,457,680	27,459,686
100	Total Revenue			16,211,906	19,347,374	22,151,342	24,955,310	27,427,778	29,900,246	33,407,714	36,915,182	38,724,650	40,534,118	27,459,686
101	Cash Flow	-45,057,544	-45,057,544	-27,422,513	13,037,045	-8,809,952	-6,005,984	-11,526,641	2,195,827	16,542,670	20,050,138	38,724,650	40,534,118	27,459,686
102														
103	real IRR	9.95%												

	A	B	C	D	E	F	G	H	I	J	K	L
1	**Phasing of the LRC Proposal**											
2	Note: In the development of any proposal for the Kings Cross site, there will be a time lag between the construction and occupation of buildings.											
3	It is evisaged that this time lag will be in the order of two years.											
4	**The Accumulative Phasing Table**											
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel	Total			
6	1	8,454	67,538	0	8,826	9,151	9,151	0	103,120			
7	2	15,421	161,460	0	10,405	3,484	3,484	9,290	203,544			
8	accumulative	23,875	228,998	0	19,231	12,635	12,635	9,290	306,664			
9	3	81,566	121,234	16,722	3,530	1,394	1,394	0	225,840			
10	accumulative	105,441	350,232	16,722	22,761	14,029	14,029	9,290	532,504			
11	4	45,521	174,280	1,858	5,109	2,183	2,183	0	231,134			
12	accumulative	150,962	524,512	18,580	27,870	16,212	16,212	9,290	763,638			
13	5	0	20,345	0	0	510	510	0	21,365			
14	Total	150,962	544,857	18,580	27,870	16,722	16,722	9,290	785,003			
15												
16												
17	**Accumulative Residential Floorspace and units on site over the 10 year Development**											
18		Assumptions	% Breakdown for Social		35%	25%	15%	23%	2%			
19			Social Floorspace standard		50m2	80m2	90m2	120m2	140m2			
20			% Breakdown for Commercial		20%	30%	50%					
21			Commercial Floorspace Stands		50m2	80m2	90m2					
22	Year	Total Floorspace	Social	Commercial	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5&6 Bedrooms	Total 'Single'	Total 'Family'	Grand Total
23		Gross(S)+(C)	Net (S)	Net (C)	(S) (C)	(S) (C)	(S) (C)	(S)	(S)	(S)+(C)	(S)+(C)	(S)+(C)
24	1	0	0	0	0 0	0 0	0 0	0	0	0	0	0
25	2	8,454	2,339	4,678	16 19	7 17	4 26	4	0	35	58	93
26	accumulative	8,454	2,339	4,678	16 19	7 17	4 26	4	0	35	58	93
27	3	12,170	3,367	6,734	23 27	11 25	6 37	7	1	50	87	137
28	Accumulative	20,624	5,706	11,412	39 46	18 42	10 63	11	1	85	145	230
29	4	3,251	900	1,799	7 8	3 7	2 10	2	0	15	24	39
30	Accumulative	23,875	6,606	13,211	46 54	21 49	12 73	13	1	100	169	269
31	5	0	0	0	0 0	0 0	0 0	0	0	0	0	0
32	accumulative	23,875	6,606	13,211	46 54	21 49	12 73	13	1	100	169	269
33	6	81,566	22,566	45,133	158 180	71 169	37 251	43	3	238	574	812
34	accumulative	105,441	29,172	58,344	204 234	91 218	49 323	56	4	438	743	1,181
35	7	0	0	0	0 0	0 0	0 0	0	0	0	0	0
36	accumulative	105,441	29,172	58,344	204 234	91 218	49 243	56	4	438	743	1,181
37	8	45,521	12,594	25,188	88 100	39 95	21 140	24	2	188	321	509
38	accumulative	150,962	41,766	83,532	292 334	130 313	70 464	80	6	626	1,064	1,690
39	9	0	0	0	0 0	0 0	0 0	0	0	0	0	0
40	accumulative	150,962	41,766	83,532	292 334	130 313	70 464	80	6	626	1,064	1,690
41	10	0	0	0	0 0	0 0	0 0	0	0	0	0	0
42	total	150,962	41,766	83,532	292 334	130 313	70 464	80	6	626	1,064	1,690
43	Using aggregate space standards recommended by the Parker Morris Committee it is likely that the New Community on site will number 6,360 persons.											
44	Note: This table does not include any figures for off site proposed faturbishments											
45												
46	**Accumulative Employment Phasing Table**		(Calculations are based on %net usable floorspace and worker/floorspace ratios)									
47	% Net flrspc	85%	90%	90%	90%	90%	90%					
48	wkr/flrspc Ratio	20.3m2	29m2	23.2m2	42m2	42m2	0.9persons/bed					
49	Year	Offices	B1/B2	Retail	Leisure	Community	Hotel	Total				
50	1	62	0	303	196	196	0	757				
51	2	2,766	0	40	0	0	0	2,806				
52	accumulative	2,828	0	343	196	196	0	3,563				
53	3	1,929	0	104	0	0	0	2,033				
54	accumulative	4,757	0	447	196	196	0	5,596				
55	4	4,831	0	299	75	75	333	5,613				
56	accumulative	9,588	0	746	271	271	333	11,209				
57	5	4,742	0	0	0	0	0	4,742				
58	accumulative	14,330	0	746	271	271	333	15,951				
59	6	335	519	137	30	30	0	1,051				
60	accumulative	14,665	519	883	301	301	333	17,002				
61	7	4,166	0	123	0	0	0	4,289				
62	accumulative	18,831	519	1,006	301	301	333	21,291				
63	8	3,131	58	76	47	47	0	3,359				
64	accumulative	21,962	577	1,082	348	348	333	24,650				
65	9	852	0	0	11	11	0	874				
66	accumulative	22,814	577	1,082	359	359	333	25,524				
67	10	0	0	0	0	0	0	0				
68	Total	22,814	577	1,082	359	359	333	25,524				
69	% of Total	89.76%	2.27%	4.26%	1.41%	1.41%	0.89%	100.00%				

	A	B	C	D	E	F	G	H	I	J	K	L
1	**Phasing of the KXT Proposal**											
2	Note: In the development of any proposal for the Kings Cross site, there will be a time lag between the construction and occupation of buildings.											
3	It is evisaged that this time lag will be in the order of two years.											
4	**The Accumulative Phasing Table**											
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel	Total			
6	1	36,360	47,600	3,750	1,500	495	495	0	90,200			
7	2	61,084	93,845	8,305	1,408	8,822	8,821	0	182,285			
8	accumulative	97,444	141,445	12,055	2,908	9,317	9,316	0	272,485			
9	3	38,210	72,150	16,050	500	8,702	8,701	0	144,313			
10	accumulative	15,654	213,595	28,105	3,408	18,019	18,017	0	416,798			
11	4	38,375	76,120	0	12,600	3,318	3,317	0	133,730			
12	accumulative	174,029	289,715	28,105	16,008	21,337	21,337	0	550,528			
13	5	49,750	83,950	7,750	4,750	0	0	15,000	161,200			
14	Total	223,779	373,665	35,855	20,758	21,337	21,334	15,000	711,728			
15												
16												
17	**Accumulative Residential Floorspace and units on site over the 10 year Development**											
18		Assumptions	% Breakdown for Social		22%	22%	21%	32%	3%			
19			Social Floorspace standard		56m2	78.5m2	112m2	112m2	124m2			
20			% Breakdown for Commercial		38%	32%	30%					
21			Commercial Floorspace Standa		56m2	78.5m2	112m2					
22	Year	Total Floorspac	Social	Commercial	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5&6 Bedrooms	Total 'Single'	Total 'Family'	Grand Total
23		(S)+(C)	(S)	(C)	(S) (C)	(S) (C)	(S) (C)	(S)	(S)	(S)+(C)	(S)+(C)	(S)+(C)
24	1	18,180	10,060	5,030	40 34	28 21	19 13	28	2	74	111	185
25	2	18,180	10,060	5,030	40 34	28 21	19 13	28	2	74	111	185
26	accumulative	36,360	20,120	10,060	80 68	56 42	38 26	56	4	148	222	370
27	3	30,542	16,900	8,450	66 57	47 34	32 23	45	4	123	185	308
28	Accumulative	66,902	37,020	18,510	146 125	103 76	70 49	101	8	271	407	678
29	4	30,542	16,900	8,450	66 57	47 34	32 23	45	4	123	185	308
30	Accumulative	97,444	53,920	26,960	212 182	150 110	102 72	146	12	394	592	986
31	5	19,105	10,571	5,286	42 36	30 22	20 14	30	3	78	119	197
32	accumulative	116,549	64,491	32,246	254 218	180 132	122 86	176	15	472	711	1,183
33	6	19,105	10,571	5,286	42 36	30 22	20 14	30	3	78	119	197
34	accumulative	135,654	75,062	37,532	296 254	210 154	142 100	206	18	550	830	1,380
35	7	19,188	10,617	5,309	42 36	30 15	20 14	30	3	78	112	190
36	accumulative	154,842	85,679	42,841	340 290	240 169	162 114	236	21	628	942	1,570
37	8	19,188	10,617	5,309	42 36	30 15	20 14	30	3	78	112	190
38	accumulative	174,030	96,296	48,150	380 326	270 184	182 128	266	24	706	1,054	1,760
39	9	24,875	13,764	6,882	54 47	39 28	26 18	39	3	101	153	254
40	accumulative	198,905	110,060	55,032	434 373	309 212	208 146	305	27	807	1,207	2,014
41	10	24,875	13,764	6,882	54 47	39 28	26 18	39	3	101	153	254
42	total	223,780	123,824	61,914	488 420	348 240	234 164	344	30	908	1,360	2,268
43	Using aggregate space standards recommended by the Parker Morris Committee it is likely that the New Community on site will number 8,771persons.											
44	Circulation space is assumed at 17% of the gross figure (net is therefore 83%)											
45												
46	**Accumulative Employment Phasing Table**	(Calculations are based on %net usable floorspace and worker/floorspace ratios)										
47	% Net flrspc	85%	90%	90%	90%	90%	90%					
48	wkr/flrspc Ratio	20.3m2	29m2	23.2m2	42m2	42m2	0.9persons/bed					
49	Year	Offices	B1/B2	Retail	Leisure	Community	Hotel	Total				
50	1	996	59	29	5	5	0	1,094				
51	2	996	59	29	5	5	0	1,094				
52	accumulative	1,992	118	58	10	10	0	2,188				
53	3	1,964	129	27	95	95	0	2,310				
54	accumulative	3,956	247	85	105	105	0	4,498				
55	4	1,964	129	27	95	95	0	2,310				
56	accumulative	5,920	376	112	200	200	0	6,808				
57	5	1,510	249	10	94	94	0	1,957				
58	accumulative	7,430	625	122	294	294	0	8,765				
59	6	1,510	249	10	94	94	0	1,957				
60	accumulative	8,940	874	132	388	388	0	10,722				
61	7	1,594	0	245	36	36	0	1,911				
62	accumulative	10,534	874	377	424	424	0	12,633				
63	8	1,594	0	245	36	36	0	1,911				
64	accumulative	12,128	874	622	460	460	0	14,544				
65	9	1,758	121	74	0	0	180	2,133				
66	accumulative	13,886	995	696	460	460	180	16,677				
67	10	1,758	121	74	0	0	180	2,133				
68	Total	15,644	1,116	770	460	460	360	18,810				
69	% of Total	83.16%	5.96%	4.09%	2.44%	2.44%	1.91%	100.00%				

	A	B	C	D	E	F	G	H	I	J	K	L
1	**Phasing of the KXRLG1 Proposal**											
2	Note: In the development of any proposal for the Kings Cross site, there will be a time lag between the construction and occupation of buildings.											
3	It is evisaged that this time lag will be in the order of two years.											
4	**The Accumulative Phasing Table**											
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel	Total			
6	1	39,000	50,000	7,800	6,000	4,450	4,450	0	111,700			
7	2	39,000	50,000	7,800	6,000	4,450	4,450	0	111,700			
8	accumulative	78,000	100,000	15,600	12,000	8,900	8,900	0	223,400			
9	3	39,000	50,000	7,800	6,000	4,450	4,450	0	111,700			
10	accumulative	117,000	150,000	23,400	18,000	13,350	13,350	0	335,100			
11	4	39,000	15,000	7,800	6,000	4,450	4,450	10,000	86,700			
12	accumulative	156,000	165,000	31,200	24,000	17,800	17,800	10,000	421,800			
13	5	39,000	15,000	7,800	6,000	4,450	4,450	0	76,700			
14	Total	195,000	180,000	39,000	30,000	22,250	22,250	10,000	498,500			
15												
16												
17	**Accumulative Residential Floorspace and units on site over the 10 year Development**											
18		Assumptions	% Breakdown for Social		25%	30%	25%	15%	5%			
19			Social Floorspace standard		50m2	78.5m2	90m2	112m2	124m2			
20			% Breakdown for Commercial		40%	35%	25%					
21			Commercial Floorspace Standa		50m2	78.5m2	90m2					
22	Year	Total Floorspac	Social	Commercial	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5&6 Bedrooms	Total 'Single'	Total 'Family'	Grand Total
23		Gross(S)+(C)	Net (S)	Net (C)	(S) (C)	(S) (C)	(S) (C)	(S)	(S)	(S)+(C)	(S)+(C)	(S)+(C)
24	1	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
25	2	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
26	accumulative	39,000	21,580	10,790	108 86	82 48	60 30	30	8	194	258	452
27	3	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
28	Accumulative	58,500	32,370	16,185	162 129	123 72	90 45	45	12	291	387	678
29	4	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
30	Accumulative	78,000	43,160	21,580	216 172	164 96	120 60	60	16	388	516	904
31	5	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
32	accumulative	97,500	53,950	26,975	270 215	205 120	150 75	75	20	485	645	1,130
33	6	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
34	accumulative	117,000	64,740	32,370	324 258	246 144	180 90	90	24	582	774	1,356
35	7	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
36	accumulative	136,500	75,530	37,765	378 301	287 168	210 105	105	28	679	903	1,582
37	8	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
38	accumulative	156,000	86,320	43,160	432 344	328 192	240 120	120	32	776	1,032	1,808
39	9	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
40	accumulative	175,500	97,110	48,555	486 387	369 216	270 135	135	36	873	1,161	2,034
41	10	19,500	10,790	5,395	54 43	41 24	30 15	15	4	97	129	226
42	total	195,000	107,900	53,950	540 430	410 240	300 150	150	40	970	1,290	2,260
43	Using aggregate space standards recommended by the Parker Morris Committee it is likely that the New Community on site will number 8,140 persons.											
44	Circulation space is assumed at 17% of the gross figure. (net is therefore 83%)											
45												
46	**Accumulative Employment Phasing Table**		(Calculations are based on %net usable floorspace and worker/floorspace ratios)									
47	% Net flrspc	85%	90%	90%	90%	90%	90%					
48	wkr/flrspc Ratio	20.3m2	29m2	23.2m2	42m2	42m2	0.9persons/bed					
49	Year	Offices	B1/B2	Retail	Leisure	Community	Hotel	Total				
50	1	1,232	128	129	53	53	0	1,595				
51	2	1,232	128	129	53	53	0	1,595				
52	accumulative	2,464	256	258	106	106	0	3,190				
53	3	1,232	128	129	53	53	0	1,595				
54	accumulative	3,696	384	387	159	159	0	4,785				
55	4	1,232	128	129	53	53	0	1,595				
56	accumulative	4,928	512	516	212	212	0	6,380				
57	5	1,232	128	129	53	53	0	1,595				
58	accumulative	6,160	640	645	265	265	0	7,975				
59	6	1,232	128	129	53	53	0	1,595				
60	accumulative	7,392	768	774	318	318	0	9,570				
61	7	369	128	129	53	53	180	912				
62	accumulative	7,761	896	903	371	371	180	10,482				
63	8	369	128	129	53	53	180	912				
64	accumulative	8,130	1,024	1,032	424	424	360	11,394				
65	9	369	128	129	53	53	0	732				
66	accumulative	8,499	1,152	1,161	477	477	360	12,126				
67	10	369	128	129	53	53	0	732				
68	Total	8,868	1,280	1,290	530	530	360	12,858				
69	% of Total	68.97%	9.96%	10.03%	4.12%	4.12%	2.80%	100.00%				

	A	B	C	D	E	F	G	H	I	J	K	L
1	**Phasing of the KXRLG2 Proposal**											
2	Note: In the development of any proposal for the Kings Cross site, there will be a time lag between the construction and occupation of buildings.											
3	It is evisaged that this time lag will be in the order of two years.											
4	**The Accumulative Phasing Table**											
5	Phase	Residential	Office	B1/B2	Retail	Leisure	Community	Hotel	Total			
6	1	41,000	50,000	7,800	6,000	4,450	4,450	0	113,700			
7	2	41,000	50,000	7,800	6,000	4,450	4,450	0	113,700			
8	accumulative	82,000	100,000	15,600	12,000	8,900	8,900	0	227,400			
9	3	41,000	50,000	7,800	6,000	4,450	4,450	0	113,700			
10	accumulative	123,000	150,000	23,400	18,000	13,350	13,350	0	341,100			
11	4	41,000	15,000	7,800	6,000	4,450	4,450	10,000	88,700			
12	accumulative	164,000	165,000	31,200	24,000	17,800	17,800	10,000	429,800			
13	5	41,000	15,000	7,800	6,000	4,450	4,450	0	78,700			
14	Total	205,000	180,000	39,000	30,000	22,250	22,250	10,000	508,500			
15												
16												
17	**Accumulative Residential Floorspace and units on site over the 10 year Development**											
18		Assumptions	% Breakdown for Social		25%	30%	25%	15%	5%			
19			Social Floorspace standard	50m2		78.5m2	90m2	112m2	124m2			
20			% Breakdown for Commercial		40%	40%	20%					
21			Commercial Floorspace Standa	50m2		78.5m2	90m2					
22	Year	Total Floorspac	Social	Commercial	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5&6 Bedrooms	Total 'Single'	Total 'Family'	Grand Total
23		Gross(S)+(C)	Net (S)	Net (C)	(S) (C)	(S) (C)	(S) (C)	(S)	(S)	(S)+(C)	(S)+(C)	(S)+(C)
24	1	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
25	2	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
26	accumulative	41,000	25,522	8,508	128 68	98 44	72 20	34	10	196	278	474
27	3	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
28	Accumulative	61,500	38,283	12,762	192 102	147 66	108 30	51	15	294	417	711
29	4	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
30	Accumulative	82,000	51,044	17,016	256 136	196 88	144 40	68	20	392	556	948
31	5	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
32	accumulative	102,500	63,805	21,270	322 170	245 110	180 50	85	25	490	695	1,185
33	6	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
34	accumulative	123,000	76,566	25,524	384 204	294 132	216 60	102	30	588	834	1,422
35	7	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
36	accumulative	143,500	89,327	29,778	448 238	343 154	252 70	119	35	686	973	1,659
37	8	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
38	accumulative	164,000	102,088	34,032	512 272	392 176	288 80	136	40	784	1,112	1,896
39	9	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
40	accumulative	184,500	114,849	38,286	576 306	441 298	324 90	153	45	882	1,251	2,133
41	10	20,500	12,761	4,254	64 34	49 22	36 10	17	5	98	139	237
42	total	205,000	127,610	42,540	640 340	490 220	360 100	170	50	980	1,390	2,370
43	Using aggregate space standards recommended by the Parker Morris Committee it is likely that the New Community on site will number 8,665 persons.											
44	Circulation space is assumed at 17% of the gross figure. (net is therefore 83%)											
45												
46	**Accumulative Employment Phasing Table**		(Calculations are based on %net usable floorspace and worker/floorspace ratios)									
47	% Net flrspc	85%	90%	90%	90%	90%	90%					
48	wkr/flrspc Ratio	20.3m2	29m2	23.2m2	42m2	42m2	0.9persons/bed					
49	Year	Offices	B1/B2	Retail	Leisure	Community	Hotel	Total				
50	1	197	128	129	53	53	0	560				
51	2	197	128	129	53	53	0	560				
52	accumulative	394	256	258	106	106	0	1,120				
53	3	148	128	129	53	53	0	511				
54	accumulative	542	384	387	159	159	0	1,631				
55	4	148	128	129	53	53	0	511				
56	accumulative	690	512	516	212	212	0	2,142				
57	5	99	128	129	53	53	0	462				
58	accumulative	789	640	645	265	265	0	2,604				
59	6	99	128	129	53	53	0	462				
60	accumulative	888	768	774	318	318	0	3,066				
61	7	99	128	129	53	53	113	575				
62	accumulative	987	896	903	371	371	113	3,641				
63	8	99	128	129	53	53	113	575				
64	accumulative	1,086	1,024	1,032	424	424	226	4,216				
65	9	0	128	129	53	53	0	363				
66	accumulative	1,086	1,152	1,161	477	477	226	4,579				
67	10	0	128	129	53	53	0	363				
68	Total	1,086	1,280	1,290	530	530	226	4,942				
69	% of Total	21.98%	25.90%	26.10%	10.72%	10.72%	4.58%	100.00%				