

Address:	Offices and Premises at 1st and Mezzanine Floor Western Transit Shed 12-13 Stable Street London N1C 4AB		3/4	
Application Number(s):	i) 2025/4814/P ii) 2025/5210/L	Officer: Edward Hodgson		
Ward:	Kings Cross			
Date Received:	27/10/2025			
Proposal:	i) Change of use of the first and mezzanine level office (Use Class E(g)(i)) to education (Use Class F1(a)) for a temporary period of up to 20 years; installation of plant equipment within existing rooftop plant area; and associated works. ii) Internal alterations and associated works involving the removal of partitions and linings to the east side of the separating structural wall at Level 01 to create an opening between 12-13 Stable Street and the Granary Building and installation of plant equipment within existing rooftop plant area.			

Background Papers, Supporting Documents and Drawing Numbers:

Existing Drawings:

Site Location Plan PL_001, PL_010, PL_011, PL_012, PL_013, PL_014, PL_015, PL_016

Proposed Drawings:

PL_017, PL_018, PL_020, PL_021, PL_022, PL_023, PL_024, PL_025, PL_026, PL_027,

Documents:

Cover Letter (Quod 24/10/2025), Design and Access Statement (Stanton Williams), Leasing Campaign Review (Cushman and Wakefield), Economic Statement (Quod Oct 2025), Planning Statement (Quod Oct 2025)

RECOMMENDATION SUMMARY:

- i) **Grant conditional planning permission subject to S106 agreement**
- ii) **Grant conditional listed building consent**

Applicant:	Agent:
Kings Cross Central Limited Partnership (KCCLP)	Quod 21 Soho Square London W1D 3QP

ANALYSIS INFORMATION

Land use floorspaces				
Use Class	Description	Existing GIA (sqm)	Proposed GIA (sqm)	Difference GIA (sqm)
Class E	Offices	1652	0	-1652
Class F1	Learning and non-residential institutions	0	1652	+1652
Total	All uses	1652	1652	0

Parking details				
Type	Existing spaces	Proposed long stay	Proposed short stay	Difference
Car parking	0	0	0	0
Cycle parking (non-residential)	276	0	0	0

EXECUTIVE SUMMARY

- i) The application site consists of a vacant office (Class E) located at first and mezzanine floors within the Grade II listed Western Transit Shed, which is in the Regents Canal Conservation Area. The proposal is for a change of use to teaching space (Class F1(a)) to enable Central St Martins to expand their operations and accommodate future growth of the university in the King's Cross campus. The permission is sought for a 20-year period.
- ii) The location of the site within the Knowledge Quarter is considered suitable for the proposed use. The loss of the existing office floorspace has been fully justified with a thorough marketing exercise and a payment to offset this loss as well as an employment package for end use apprentices and scholarships would be secured via section 106 legal agreement.
- iii) Internally, it is proposed to create an opening between the Western Transit Shed and the Granary Building to connect the application site to the rest of the university. This would not have a harmful impact on historic fabric and is considered acceptable in heritage terms. Externally, plant equipment would be added at roof level within an existing plant enclosure which is very limited in visibility from the public realm and is considered acceptable and would not impact on neighbouring occupiers in terms of noise. The proposal would not impact on the character and appearance of the listed building nor on the Regent's Canal Conservation Area.
- iv) The proposals would not result in harm to the amenity of neighbouring occupiers or impact on the local transport network.

- v) The scheme complies with the development plan as a whole and is recommended for approval.

OFFICER REPORT

Reason for Referral to Committee: Non-residential development involving a change of use of more than 1,000sqm of non-residential floor-space [clause 3(ii)].

1. SITE AND BACKGROUND

Designations

1.1 The following are the most relevant designations or constraints:

Designation	Details
Opportunity Area	King's Cross
Conservation Area	Regent's Canal
PTAL (Public transport accessibility)	6b
London View Management Framework	Kenwood to St Paul's

Table 1 - Site designations and constraints

Description

1.2 The site is on the east side of Stable Street and comprises the first and mezzanine floor at 12-13 Stable Street, within the Western Transit Shed. The Western Transit Shed is part of the wider Granary Building which itself is Grade II listed, and therefore the application site is considered to be curtilage listed.



Figure 1 – The existing site as viewed from Stable Street

1.3 The application site consists of a vacant office located at first and mezzanine floors, as shown in figure 2 below, within the Western Transit Shed. The Western Transit Shed was built in the 1850s as part of the King's Cross railway lands and goods yard but was refurbished in the 2010s as part of the wider redevelopment of King's Cross. It consists of a long, two storey brick building with a dual pitched roof with retail outlets at ground floor and office space at first floor. The building has a strong industrial character with brick arches and soldier coursing at first floor with deep window reveals. The office at 12-13 Stable Street has been vacant since May 2023 and went through further refurbishment in early 2024.

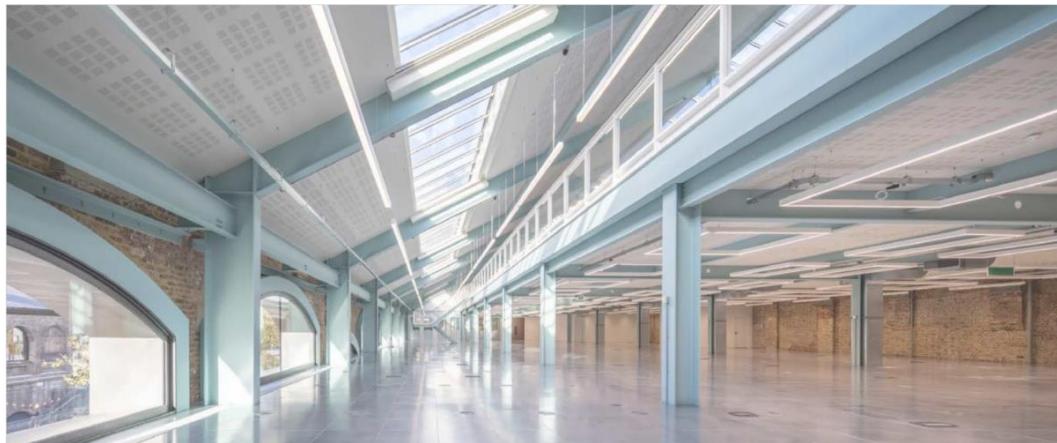


Figure 2 – internal image of the first and mezzanine floors showing the vacant office space

1.4 The south part of Stable Street is flanked by the Eastern Coal Drops (Grade II listed) to the west and the Western Transit Shed to the east. Both buildings are two storey brick former industrial buildings which are now in commercial use. Directly opposite the site is Lewis Cubitt Square, one of the various open spaces within the King's Cross development. To the south of the site is Granary Square, another of the open spaces in the development, and directly to the west is the rest of the Granary Building, including the Eastern Transit Shed, which is largely occupied by Central St Martins under Class F1 use. The Granary Building is a part-3 part-6 storey brick building facing onto Granary Square, with a modern infill extension to the rear. Figure 3 below shows how the site sits within the Granary Building complex.

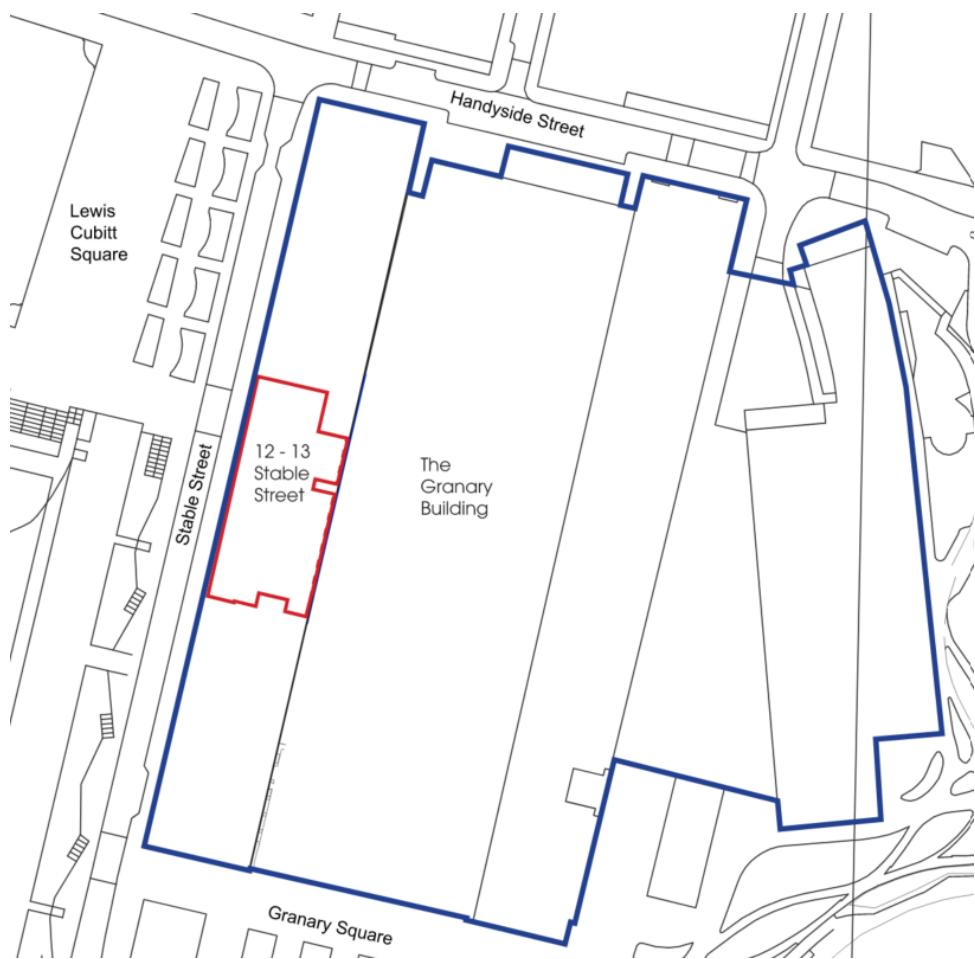


Figure 3 – the site location (outlined in red) with the wider Granary Building complex shown in blue

- 1.5 The site sits within the King's Cross Growth Area which is within the King's Cross St Pancras site allocation. It is also located within the Regent's Canal Conservation Area and is Grade II listed.
- 1.6 The site has a Public Transport Accessibility Level (PTAL) rating of 6b (Excellent) and is close to King's Cross St Pancras Underground station, and King's Cross and St Pancras National and International railway stations, as well as various bus services from Euston Road and York Way.

2. PROPOSAL AND BACKGROUND

- 2.1 The proposal seeks a change of use of the office space (Class E) to educational teaching space (Class F1) for a period of 20 years, to provide additional teaching space for Central St Martins (part of University of the Arts London), who occupy the wider Granary Building. The space would be occupied by the university's school of architecture and would provide space for a further 210 students. It is also proposed to remove a section of the wall internally at first floor level and install a door to connect the Western Transit Shed to the rest of the Granary Building to provide connectivity to the rest of the university for which listed building consent is sought. In addition, 3 new

condenser units would be installed within the existing plant enclosure at roof level to supplement the existing cooling for the space.

2.2 Central St Martins moved to the Granary Building in 2011 which now accommodates 4,800 students and 400 members of staff. The University of the Arts London is one of the leading arts universities in the UK and was ranked second in the world for art and design in 2025 and it is felt that the location and offering of Central St Martins in the Granary Building has been part of this success, attracting students from around the world. The ambition of Central St Martins is to grow the student population by 27% by 2032, and this application is a key component of that, by increasing the educational floorspace adjacent to the existing university. Indeed, the new space would be accessed internally from the existing university and can be seen as an extension and expansion of the campus. This would offer a better student experience and overall approach, rather than adopting a fragmented approach to growth through occupying separate buildings elsewhere.

2.3 The applicant is seeking consent for a period of 20 years, to align with the university's vision for the King's Cross campus and the ambition to grow student numbers.

3. RELEVANT HISTORY

The site

3.1 **2004/2307/P** - Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities (R1).

Granted Subject to a Section 106 Legal Agreement – 22/12/2006

2011/6440/P - Amendments including revisions to the western transit shed (revisions to layout and location of the proposed lift and stair cores, omission

of support columns, confirmation of WC locations, amendment to the width of mezzanine retail unit and inclusion of green/brown roofs) and west granary offices (amendments to the façade design of the extension, removal of the second floor extension and replacement with a terrace, opening up of blind arch and retention/exposure of heritage walls) to the Reserved Matters granted 08/04/2008 (reference 2007/5228/P) in respect of Kings Cross Central Development Zones L and G entailing the refurbishment, reuse and part redevelopment of the Granary for the purposes of a new university campus, retail, offices and food and drink uses together with new areas of public realm and landscaping pursuant to the outline planning permission granted 22/12/06 subject to a S106 agreement (Ref: 2004/2307/P) for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area. **Granted – 10/02/2012**

2011/6441/L - Amendments including revisions to the western transit shed (revisions to layout and location of the proposed lift and stair cores, omission of support columns, confirmation of WC locations, amendment to the width of mezzanine retail unit and inclusion of green/brown roofs) and west granary offices (amendments to the façade design of the extension, removal of the second floor extension and replacement with a terrace, opening up of blind arch and retention/exposure of heritage walls) to listed building consent granted 08/04/2008 (ref 2007/5230/L) for the Demolition of Assembly Shed and alterations to Granary Building and other buildings within its curtilage. **Granted – 10/02/2012**

4. CONSULTATION

Local Groups

Regent's Canal CAAC

4.1 No comments.

Adjoining occupiers

4.2 Three site notices advertising both planning and listed building consent applications were displayed, one on Stable Street, one in Granary Square and one on Handyside Street. The notices were displayed on 26/11/2025 until 20/12/2025 and the applications were advertised in the local paper on 27/11/2025 (expiring 21/12/2025).

4.3 No objections or comments were received on either application.

5. POLICY

National and regional policy and guidance

Draft National Planning Policy Framework 2025 (NPPF)

[National Planning Policy Framework 2024 \(NPPF\)](#)

[National Planning Practice Guidance \(NPPG\)](#)

London Plan 2021 (LP)

[GG5 Growing a good economy](#)
[GG6 Increasing efficiency and resilience](#)
[SD1 Opportunity Areas](#)
[SD10 Strategic and local regeneration](#)
[D1 London's form, character and capacity for growth](#)
[D14 Noise](#)
[S1 Developing London's social infrastructure](#)
[S3 Education and childcare facilities](#)
[E1 Offices](#)
[E2 Providing suitable business space](#)
[E8 Sector growth opportunities and clusters](#)
[E11 Skills and opportunities for all](#)
[HC1 Heritage conservation and growth](#)
[HC5 Supporting London's culture and creative industries](#)
[T1 Strategic approach to transport](#)
[T3 Transport capacity, connectivity and safeguarding](#)
[T4 Assessing and mitigating transport impacts](#)
[T5 Cycling](#)
[T7 Deliveries, servicing and construction](#)
[T9 Funding transport infrastructure through planning](#)
[DF1 Delivery of the Plan and Planning Obligations](#)
[M1 Monitoring](#)

London Plan Guidance (LPG)

[Accessible London SPG](#)
[Planning for Equality and Diversity in London SPG](#)
[Characterisation and Growth Strategy LPG](#)
[Social Infrastructure SPG](#)
[Energy Planning Guidance](#)
[Sustainable Transport, Walking and Cycling](#)

Local policy and guidance

Camden Local Plan (2017) (CLP)

[Policy G1 Delivery and location of growth](#)
[Policy C2 Community facilities](#)
[Policy C6 Access for all](#)
[Policy E1 Economic development](#)
[Policy E2 Employment premises and sites](#)
[Policy A1 Managing the impact of development](#)
[Policy A4 Noise and vibration](#)
[Policy D1 Design](#)
[Policy D2 Heritage](#)
[Policy CC1 Climate change mitigation](#)
[Policy CC2 Adapting to climate change](#)
[Policy T1 Prioritising walking, cycling and public transport](#)
[Policy T2 Parking and car-free development](#)

Policy DM1 Delivery and monitoring

Supplementary Planning Documents and Guidance

Most relevant Camden Planning Guidance (CPGs):

[Access for All CPG - March 2019](#)

[Amenity - January 2021](#)

[Community uses, leisure and pubs - January 2021](#)

[Design - January 2021](#)

[Developer Contribution CPG - March 2019](#)

[Employment sites and business premises - January 2021](#)

[Energy efficiency and adaptation - January 2021](#)

[Transport - January 2021](#)

Other guidance:

Regent's Canal [Conservation Area Statement \(2008\)](#)

Proposed Submission Draft Camden Local Plan (DCLP)

The [Proposed Submission Draft Camden Local Plan](#) was submitted to the Secretary of State for Housing, Communities and Local Government on the 3 October 2025 for independent examination, in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan will now be examined by a Planning Inspector.

Previously, the Council published the draft new Camden Local Plan for consultation in January 2024 and published an updated Proposed Submission Draft Camden Local Plan for consultation from 1 May to 27 June 2025.

The Proposed Submission Draft Local Plan (DCLP) is a significant material consideration in the determination of planning applications but has limited weight at this stage. The weight that can be given to an emerging plan increases as it progresses towards adoption. In line with paragraph 49 of the National Planning Policy Framework (NPPF), the degree of weight to be given is a matter for the decision-maker, having regard to the stage of preparation, the extent of unresolved objections, and the consistency of the draft policies with the NPPF.

6. ASSESSMENT

6.1 The principal considerations material to the determination of this application are considered in the following sections of this report:

7	Land Use
8	Heritage and Design
9	Impact on Neighbouring Amenity
10	Sustainability and Energy
11	Transport
12	Employment and Training Opportunities
13	Biodiversity Net Gain

7. LAND USE

Loss of office use

7.1 CLP policy E1 aims to safeguard employment sites and maintain a stock of premises suitable for a variety of business activities. CLP Policy E2 is clear the council will resist loss of a business use to a non-business use unless it has been explored whether there is possibility for that use to continue. The council considers the suitability of the location for business use, whether the premises are in a reasonable condition to allow the use to continue, the range of unit sizes, and whether the business use is well related to nearby land uses (supporting text para. 5.37). Where a change of use to a non-business use is proposed, the applicant needs to demonstrate there is no realistic prospect of demand to use the site for an employment use by submitting evidence of a marketing exercise, sustained over at least two years. The premises should be marketed at realistic prices, include a consideration of alternative business uses and layouts and marketing strategies, including management of the space by specialist third party providers (supporting text para. 5.39).

7.2 In this case evidence of a marketing campaign has been submitted and reviewed by the Council's Inclusive Economy team. Marketing of the site commenced in January 2023, which is over the 2-year period required by the CPG. Reputable leasing agents were appointed who have experience of leasing spaces within King's Cross. The space was marketed on a number of reputable websites, and a market launch event was held in January 2024. A marketing board has also been displayed outside the site. The space was marketed at rent rates below the average for the King's Cross estate and short term and long-term leases were also offered. In total, 20 viewings of the site were undertaken by potential occupiers. The main reasons for lack of uptake following the viewings were size (with concerns that the unit does not offer a range of sizes, which no option for expansion or contraction depending on future business needs), and space configuration (dividing the first floor from the mezzanine floor for event spaces for example would be difficult, especially noting that the building is Grade II listed). In general, it is

felt that the site has a very specific offer, being a heritage asset with lots of character, however this does not necessarily lend itself well to the requirements of modern office occupiers especially when compared to the high-quality office space delivered across the King's Cross estate. The site is single aspect, with a relatively deep floorplate, meaning there is a lack of natural light and outlook from the rear of the space as can be seen in figure 2. Overall, it is felt that the marketing evidence is robust and sufficiently demonstrates that there is no realistic prospect of demand to use the site for an employment use.

7.3 Para 54 of the Employment Sites and Business Premises CPG states that where the loss of employment use can be expected to result in a reduction of potential job opportunities for Camden residents, the Council will seek a contribution towards measures which create or promote opportunities for employment or training of local people. This will only be sought in cases where the net loss of employment space is 500sqm (GIA) or more. These monies will be held by the Council and used to support activities that create or promote opportunities for employment or training, which could include supporting the provision of affordable employment space in the borough.

7.4 The planning obligation for loss of employment floorspace is based on the following formula. The economic statement submitted as part of the application states that the education use would support 30 full time jobs on site.

Employment floorspace lost (sq m) / space requirement per full time employee = full time jobs lost.

Full time jobs lost x 21% [% of Camden residents who work in Camden] x £3,995 [cost to provide training per employee] = contribution

In this case, the loss of employment space is 1,652 sqm. The formula is therefore as follows:

Employment floorspace lost 1652 (sq m) / space requirement per full time employee (12) = 137 full time jobs lost. This is subtracted by the 30 jobs created by the education use. Therefore, the total jobs lost is 107.

Full time jobs lost (107) x 21% [% of Camden residents who work in Camden] x £3,995 [cost to provide training per employee] = £87,890.00 contribution

7.5 This contribution would be secure via section 106 legal agreement.

Proposed education use

7.6 Policy C2 sets out how the Council will ensure that there is provision of community facilities to meet the needs of a growing population. 'Community facilities' includes childcare, education, adult learning and training,

healthcare, police stations, libraries and public houses which form a vital part of local neighbourhoods. Policy S3 of the London Plan also sets out that proposals should ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

7.7 Policy C2 also describes how the Council will ensure that there is provision of community facilities to meet the needs of a growing population. As already noted, the site falls within the borough's designated Knowledge Quarter. The Council takes a supportive approach towards the provision of educational uses around the Knowledge Quarter and within an area identified in the London Plan as an academic cluster. Central St Martins has become a well-established institution within the King's Cross estate, having been in occupation of the Granary Building for around 15 years. The university has a clear ambition to commit its future to King's Cross through expanding its operations and growing student numbers. Occupying space within the Western Transit Shed, with internal connections through to the rest of the university in the Granary Building is a logical and appropriate approach to expansion, rather than occupying separate sites resulting in a fragmented campus and the proposal would lead to a better and more cohesive student experience. In addition, it is felt that the site would lend itself well as a studio space for the school of architecture given its character and space. The proposal is also for a period of 20 years, and condition 1 on the planning permission would require the space to revert back to office use at the end of this period. As such, the site is considered a suitable location for the proposed use in accordance with Policy C2 of the Local Plan and Policy S3 of the London Plan.

8. IMPACT ON NEIGHBOURING AMENITY

8.1 CLP policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. The thrust of the policies is that the quality of life of current and occupiers should be protected and development which causes an unacceptable level of harm to amenity should be refused.

8.2 The nearest residential dwellings are located within the Gasholders and Development Zone R located north of Handyside Street. The Gasholders are located approx. 95m away from the site and the residential units in Development R are located approx. 150m away.

8.3 Although there would be a modest increase in student numbers proportionally (210 new students compared to 4,800 currently), the site would be accessed internally from within the Granary Building with only emergency egress onto Stable Street. The students would therefore access the site through the existing gate lines within the 'crossing' area of the Granary Building. The increase in student numbers would be contained

within existing student spaces in the university. The proposal would not introduce new windows or amenity spaces. It is considered therefore that the proposed education use would not result in undue disturbances, overlooking and noise at neighbouring occupiers. With regards to hours of operation, the current office use is not controlled by condition, and it is not necessary to impose new controls. Condition 5 of the planning permission would ensure that the space could only be used for educational purposes under Class F1(a), and for no other purposes within Class F1 to protect the amenity of nearby occupiers and the local highway.

- 8.4 The proposal includes the installation of new plant equipment, including 2 new variable refrigerant flow units, within an existing plant enclosure located at roof level. A Noise Impact Assessment been submitted which demonstrates that the noise levels at neighbouring occupiers would be within acceptable limits. Conditions (3 and 4) on the planning permission are attached to ensure that noise and vibration from the units do not exceed the Council's minimum standards.
- 8.5 As such, the proposals would preserve the amenity of neighbouring residents and would be in accordance with policies A1 and A4 of the Camden Local Plan 2017.

9. HERITAGE AND DESIGN

Designated and non-designated heritage assets

- 9.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out that where the development is in a conservation area, special regard must be given to preserving or enhancing the character and appearance of that conservation area.

The Granary – No Harm

- 9.2 The Granary is Grade II listed and was constructed in the 1850s and designed by architect Lewis Cubitt. The building was originally used as a warehouse and was a primary feature of the goods interchange facilities at King's Cross, a key location within industrial times. It was capable of storing 60,000 sacks of grain which were moved by early hydraulic power. Its significance comes from the role it played within the country's industrial history, as well as being a well-preserved example of Victorian industrial architecture. It is noted that the Western Transit Shed is curtilage listed as part of the wider Granary Building. It has high group value with the adjacent buildings, and has moderate architectural, communal evidential and historic value.

9.3 It is noted that the building has been significantly altered internally over the years, as is common for industrial buildings as they are required to adapt to new uses. During the conversion works of the building in the early 2010s most of the historic fabric was removed leaving only the original brick walls. The internal floors and roof are modern, albeit arranged to give a sense of the original scale of the interior. Historically the buildings within the Granary Building complex were connected. As such, the proposed opening up between the Western Transit Shed and the Granary Building would be acceptable. It is noted that similar works have been done between the Granary Building and the Eastern Transit Shed (also occupied by Central St Martins). The location doors have been positioned to sit within the buttress and to avoid the sections of the wall with padstones. The soffit lining of the doorway has been detailed with a metal plate to match the treatment of openings throughout the rest of the building. The design of the doors would match those across the rest of building to maintain consistency. The loss of historic fabric has been minimised with much of the historic walls retained and it is accepted that previous works have resulted in much greater loss of the historic fabric. The external works are limited to the addition of new plant units within an existing plant enclosure. The roof is non-historic and the enclosure is existing. Therefore, the additional plant units wouldn't detract from the external appearance of the listed building. As such, the works would not result in harm to the significance and character of the Grade II listed building.

Regent's Canal Conservation Area – No Harm

9.4 The Regent's Canal has a concentration of industrial archaeology along the Camden section of the canal with associated railway features which are of exceptional interest and quality and unparalleled in London. It is an important feature of historic and visual interest in the wider townscape. The site is located within sub area three of the conservation area noted for its strong industrial character and high proportion of intact Victorian railway buildings, designed around the railway sidings which the buildings served.

9.5 The only external changes to the building include the addition of three plant units within the existing plant enclosure at roof level. This is not visible from views within the public realm and would not be a worsening of the existing situation. The proposal therefore would not impact on the character and appearance of the conservation area.

10. SUSTAINABILITY AND ENERGY

10.1 In November 2019, Camden Council formally declared a Climate and Ecological Emergency. The council adopted the Camden Climate Action Plan 2020-2025 which aims to achieve a net zero carbon Camden by 2030.

10.2 Policy CC2 of the Local Plan states that all development should adopt appropriate measures to reduce the impact of urban and dwelling overheating, including application of the cooling hierarchy. Supporting para 8.42 states that active cooling will only be permitted where dynamic thermal modelling demonstrates there is a clear need for it after all of the preferred measures are incorporated in line with the cooling hierarchy.

10.3 The three new units would provide active cooling to the premises however it is noted that the site already benefits from air conditioning. The new units are required as the occupancy levels would be greater than what the base build is designed for, which requires an increase in cooling capacity, and the proposed enclosed seminar spaces will have a denser electrical load when compared to an open office which require additional cooling. The site is also single aspect with no opportunity for cross ventilation. The provision of additional cooling is therefore accepted in this instance.

11. TRANSPORT

11.1 Policy T1 of the Local Plan seeks to promote sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of parking and requires all new developments in the borough to be car-free.

Car Parking

11.2 The existing office space does not benefit from any car parking, and no new car parking is proposed. Therefore, the scheme would comply with policy T2 of the Local Plan.

Cycle Parking

11.3 The proposal is expected to generate a small increase in student and staff numbers (and additional 210 students on top of the existing 4,800). This is not anticipated to have any impacts in terms of transport capacity as the increase is fairly modest. In terms of cycle parking, 276 spaces are already located within the basement of the Granary Building which the new students would be able to access. A recent survey has suggested that only half the cycle parking capacity is taken up, leaving a significant space provision. The staff can use the existing 54 cycle spaces provided in the Western Transit Shed. As such, it is considered that the existing cycle parking provision can accommodate the increase in student and staff numbers.

11.4 The proposed use is not expected to have any discernible impact in terms of servicing and deliveries.

12. EMPLOYMENT AND TRAINING OPPORTUNITIES

12.1 Policies E1 and E2 of the Camden Local Plan and Employment sites and business premises CPG state that the Council will seek to secure employment and training opportunities for local residents and opportunities for businesses based in the Borough to secure contracts to provide goods and services.

12.2 The nature of the proposed use is welcomed as it will ensure the continued use of the existing building for educational use for the next 20 years; however, this comes at the loss of a certain amount of employment floorspace.

12.3 In line with the Employment sites and business premises CPG, where the loss of employment use can be expected to result in a reduction of potential job opportunities for Camden residents, the Council will seek a financial contribution from developers towards measures which create or promote opportunities for employment or training of local people. The financial contribution sought is £87,890 and this, including the calculation, is discussed in section 7 above. The applicant has also agreed to a package of training opportunities, which includes 1 end use apprenticeship (Camden resident) on a rolling term for 5 years, to be recruited via Camden's Future Talent Team, and 1 scholarship to a Camden resident or Camden based student. The package of recruitment and apprenticeship measures and the financial contribution will be secured by s106 legal agreement in liaison with Camden's Inclusive Economy Team and will therefore include:

- 1 end use apprentice for a Camden resident recruited through Camden's Future Talent Team for 5 years
- 1 local scholarship opportunity for a Camden based student/resident
- Employment and training opportunity of £87,890

12.4 The above measures would be included in a package of **Employment and Training measures secured by s106 agreement** in accordance with CLP policy E1 and the CPG.

12.5 These measures are welcomed and would be in addition to CSM's existing in-house apprenticeships.

12.6 As such, the proposed package of benefits would ensure the proposal are in accordance with the guidance set out in the Employment Sites and Business Premises CPG and policies E1 and E2 of the Camden Local Plan.

13. BIODIVERSITY NET GAIN

13.1 As well as the requirements of the development plan, there are statutory requirements for 10% Biodiversity Net Gain (BNG).

- 13.2 BNG is a way of creating and improving natural habitats with a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. Every grant of planning permission is deemed to have been granted subject to a condition which requires the submission of a Biodiversity Net Gain Plan (BGP) before development can commence, showing how the 10% gain will be met.
- 13.3 This gain can be achieved through onsite biodiversity gains, registered offsite biodiversity gains (for example, on other land or developments owned by the applicant), or by purchasing statutory biodiversity credits.
- 13.4 There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information provided, this scheme will not require the approval of a BGP because it is below the *de minimis* threshold. This is because it does not impact an onsite priority habitat and impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat.

14. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 15. The proposal would not be liable for the Mayor of London's CIL2 (MCIL2) or Camden's CIL as there is no uplift in floorspace.

16. CONCLUSION

- 16.1 The proposed change of use is required to assist Central St Martins in their ambition to expand and grow the university, as part of their ongoing commitment to King's Cross following the success of the campus since occupying the Granary Building in 2011. This proposal would enable the university to expand the existing campus through providing new internal connections between the Western Transit Shed and the Granary Building. This is a welcomed approach and would avoid a fragmented approach by occupying different sites elsewhere and would offer a better and more cohesive student experience. The expansion of education space is supported in this location.
- 16.2 The loss of the existing office, which has been vacant for over two years, has been fully justified through a robust and thorough marketing exercise. A financial contribution and employment and training package would be secured via section 106 legal agreement to offset the loss of employment space.

- 16.3 The internal connections and location of the new plant units have been sensitively considered and would not harm the special interest of the listed building.
- 16.4 The proposals would not harm the amenity of nearby residents or the local transport network.
- 16.5 As such, the development is considered acceptable subject to the recommended condition and signing of the section 106 legal agreement and would be in accordance with the Camden Local Plan 2017 and the London Plan 2021.

Public benefits

- 16.6 No harm has been identified to heritage assets but if the committee decides there is harm, there are a number of public benefits that could weigh against that harm.
 - Provision of high-quality education space, contributing to the Knowledge Quarter Innovation District.
 - Employment and training package to support Camden residents.

17. RECOMMENDATION

- 17.1 Grant conditional Planning Permission subject to a Section 106 Legal Agreement with the following heads of terms:
 - Employment and training plan, including 1x scholarship, 1x end use apprentice, and financial contribution of £87,890.

- 17.2 Grant conditional listed building consent

18. LEGAL COMMENTS

- 18.1 Members are referred to the note from the Legal Division at the start of the Agenda.

19. CONDITIONS

Conditions for planning permission

1 Temporary consent

The use hereby permitted is for a temporary period only and shall cease on or before 20 years from the date of this letter, at which time the premises shall revert to their former lawful use which is offices (Class E).

Reason: In order to protect the existing business use and so that the long term use of the site may be properly considered in accordance with policies DM1 and E2 of the London Borough of Camden Local Plan 2017.

2 Approved drawings

The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Existing Drawings:

Site Location Plan PL_001, PL_010, PL_011, PL_012, PL_013, PL_014, PL_015, PL_016

Proposed Drawings:

PL_017, PL_018, PL_020, PL_021, PL_022, PL_023, PL_024, PL_025, PL_026, PL_027,

Documents:

Cover Letter (Quod 24/10/2025), Design and Access Statement (Stanton Williams), Leasing Campaign Review (Cushman and Wakefield), Economic Statement (Quod Oct 2025), Planning Statement (Quod Oct 2025)

Reason: For the avoidance of doubt and in the interest of proper planning.

3 Noise limits for plant

The external noise level emitted from plant, machinery or equipment at the development, with any specified noise mitigation hereby approved, shall be lower than the typical existing background noise level by at least 10dBA, or by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest or most affected noise sensitive premises, with machinery operating at maximum capacity and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the site and surrounding properties is not adversely affected by noise from mechanical installations and equipment in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.

4 Anti-vibration isolators for plant

Prior to use, machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017

5 F1 education use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020 or the Town and Country Planning (General Permitted Development) Order 2015 (or any orders revoking and re-enacting those orders with or without modification), the F1 use shall only be used for educational purposes and for no other purposes whatsoever.

Reason: To safeguard the amenity of the adjoining premises and the highway network, in accordance with policies A1, A4 and T3 of the Camden Local Plan 2017.

Conditions for listed building consent

1 Time Limit

The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 Approved Drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing Drawings:

Site Location Plan PL_001, PL_010, PL_011, PL_012, PL_013, PL_014, PL_015, PL_016

Proposed Drawings:

PL_017, PL_018, PL_020, PL_021, PL_022, PL_023, PL_024, PL_025, PL_026, PL_027,

Documents:

Cover Letter (Quod 24/10/2025), Design and Access Statement (Stanton Williams), Leasing Campaign Review (Cushman and Wakefield), Economic Statement (Quod Oct 2025), Planning Statement (Quod Oct 2025)

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

3 Materials to match

All new work and work of making good shall be carried out to match the existing adjacent work as closely as possible in materials and detailed execution.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy D2 of the Camden Local Plan 2017.

20. INFORMATIVES FOR PLANNING PERMISSION

1	Building Control Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
2	Highways This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.

3	<p>Environmental Health</p> <p>All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)</p> <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.</p>
4	<p>Legal Agreement</p> <p>Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.</p>
5	<p>BNG Part 1</p> <p>Biodiversity Net Gain (BNG) Informative (1/3):</p> <p>The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless:</p> <p class="list-item-l1">(a) a Biodiversity Gain Plan has been submitted to the planning authority, and</p> <p class="list-item-l1">(b) the planning authority has approved the plan.</p> <p>The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is London Borough of Camden.</p> <p>There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are</p>

	<p>summarised below, but you should check the legislation yourself and ensure you meet the statutory requirements.</p> <p>Based on the information provided, this will not require the approval of a BGP before development is begun because it is below the de minimis threshold.</p>
6	<p>BNG Part 2</p> <p>Biodiversity Net Gain (BNG) Informative (2/3):</p> <p>+ Summary of transitional arrangements and exemptions for biodiversity gain condition</p> <p>The following are provided for information and may not apply to this permission:</p> <ol style="list-style-type: none"> 1. The planning application was made before 12 February 2024. 2. The planning permission is retrospective. 3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024. 4. The permission is exempt because of one or more of the reasons below: <ul style="list-style-type: none"> - It is not "major development" and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024. - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat). - The application is a Householder Application. - It is for development of a "Biodiversity Gain Site". - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding). - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).

7

BNG Part 3

Biodiversity Net Gain (BNG) Informative (3/3):

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat. The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

+ The effect of section 73(2D) of the Town & Country Planning Act 1990

If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission ("the earlier BGP"), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

+ Phased development

In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

21. INFORMATIVES FOR LISTED BUILDING CONSENT

1

Building Control

You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

Planning Committee

12th February 2026

2025/4814/P

&

2025/5210/L

Offices And Premises At 1st
And Mezzanine Floor
Western Transit Shed
12-13 Stable Street
London
N1C 4AB

