

Patrick Marfleet
Regeneration and Planning
London Borough of Camden
5, Pancras Square
N1C 4AG
London

31 July 2023

Dear Patrick,

**APPLICATION FOR FULL PLANNING PERMISSION
TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

On behalf of King's Cross Central General Partner Limited (KCCGPL), please find an enclosed Full Planning Application specifically related to:

"The introduction of traffic management elements within King's Cross, Zone B, known as the Laneways"

The application submission comprises the following:

- Signed and dated application form;
- This covering letter;
- Design and Access Statement;
- Drawings submitted for approval; and
- Signed and dated application form.

Outline planning permission was granted in December 2006 (ref. 2004/2307/P) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, now referred to as King's Cross Central ("KXC")

Zone B is located in the southern part of the King's Cross development and is bounded by Goods Way to the north and Pancras Road to the west. Development Zones E and D are also relevant to these proposals and adjoin Development Zone B to the south. There are 5 pedestrianised 'Laneways' which provide access to Goods Way and Pancras Road, these are currently open hard landscaped walkways, some including raised planters and an existing stepped access.

The proposals submitted with this application can be described as the following;

Location 1 (laneway located between Building B6 and Building B5)

- Introduction of 3no. Fixed Bollards;
- Introduction of 3no. Stone Monoliths within the existing planting beds; and
- Introduction of 1no. Corten Planter.

Location 2 (laneway located between Building B5 and Building B3)

- Introduction of 1no. Fixed Planter and 2no. Moveable Planters; and
- Introduction of 3no. Stone Monoliths within existing planting beds.

Location 3 (laneway located between Building B1 and Building E1)

- Introduction of 2no. Fixed Planters; and
- Introduction of 2no. Stone Monoliths within existing planting beds

Location 4 (laneway located between Building E1 and Building D1)

- Introduction of 4no. Fixed Bollards

Location 5 (laneway located between Building B3 and Building B1)

- Introduction of 2no. Handrails.

Planning Policy Framework

Planning permission is sought for the introduction of traffic management measures in the locations described above. These management measures include fixed bollards, fixed and moveable planters, stone monoliths in existing planting beds and new handrails. These proposed measures will further improve the public realm in Pancras Square, as well as providing additional protection to this space.

This section provides an assessment of the proposals against the relevant current development plan policies in:

- The London Plan 2021;
- The Camden Local Plan 2017 and supplementary Design Guidance (updated March 2018)

The London Plan 2021 sets out a fully integrated economic, environmental, transport and social framework for the development of the capital.

Policy D3 of the London Plan seeks to optimise site capacity through the design led approach. Importantly, it states that development proposals should positively respond to local distinctiveness through their layout, orientation and shape with due regard to existing and emerging street hierarchy. Furthermore, the policy encourages the facilitation of active travel with inclusive pedestrian routes.

Policy D8 of the London Plan focuses on the public realm development across London and encourages development proposals to ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected and easy to maintain. Additionally, new proposals should maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car. Public realm development should also have appropriate management and maintenance arrangements, which maximise public access and minimise rules governing the space to those required for its safe management.

London borough's local plans need to be in general conformity with the London Plan. London Plan policies guide decisions on planning applications by councils and the Mayor, and form part of the development plan.

The Camden Local Plan 2017 superseded the Camden Core Strategy 2010-2025 and the Camden Development Policies Document 2010-2025. Policy C5 Safety and Security states that the Council will “require appropriate security and community safety measures in buildings, spaces and the transport system” as well as “promote safer streets and public areas”. Additionally, this policy aims to “promote the development of pedestrian friendly spaces”.

Supporting paragraph 4.100 of Policy C6 Access for All provides further details on how local people can move through streets easily and safely, indeed “the Council will expect improvements for all pedestrians including disabled people to ensure good quality access...including improvements to existing routes, surfaces and footways.”

Policy T1 Prioritising walking, cycling and public transport aims to promote sustainable transport choices. Developments should “make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping”. Furthermore, developments should be “easy and safe to walk through (“permeable”)”.

The Camden Design Guidance supports the policies in the Local Plan and was updated in March 2018. Paragraph 9.23 of the Guidance states that “well designed street furniture and public art in streets and public places can contribute to a safe and distinctive urban environment”. Paragraph 9.24 further explains that “street furniture should be designed to make a positive contribution to community safety”.

Planning Policy Review

The Laneways are important, strategic routes between Goods Way, Pancras Road, Pancras Square and the north of the site. These proposals promote further traffic measures which are desirable to support the public realm and associated ground floor uses in Pancras Square.

Additionally, it is expected that the area will see an increased amount of footfall due to future opening of Zone A (Google). These proposals encourage walking restricting traffic from the laneways, thus aligning with policy by securing a safe, secure

pedestrian environment (London Plan 2021, Policy D1, Policy D3, Paragraph 3.3.2; Camden Local Plan 2017, Policy C6 and Policy T1).

The proposals have been carefully designed with the needs of all users in mind. The Design and Access Statement explains how the proposals have helped meet the requirements of Policy C6 of the Camden Local Plan by expecting all places to be accessible and inclusively designed so they can be accessed safely and easily for all. This section also describes how, in relation to accessibility, the positioning and colour of the bollards does not hinder movement of those with visual or physical impairment and thus meets the expectations of D8 of the London Plan 2021.

Both the design and placement of the traffic management measures aim to meet the standards of the Camden Design Guidance (Para 9.23 & 9.24). The measures have been specifically placed to manage the flow of pedestrians through the laneways, adding to the already pedestrianised environment on Pancras Square and King's Boulevard. Bollards, monoliths and planters have been strategically placed to allow pedestrian flows whilst restricting vehicle access to the square itself. This placement ensures the measures minimise congestion along footpaths and pavements.

A key element of the proposals is to promote a safe environment in and around Pancras Square. A direct consequence of restricting traffic through well-designed traffic management measures is that it creates a safe and attractive pedestrian route from Goods Way and Pancras Road into the square. This is now coupled with the expected increase in pedestrian movements along King's Boulevard when Google opens. This traffic management scheme and associated impacts on the current pedestrian routes on Pancras Square will therefore conform with Policy D3 and D8 of the current London Plan by developing a high quality pedestrian environment and encouraging walking. Additionally, the proposals comply with Policy T1 of the Camden Local Plan and Paragraph 9.24 of the Camden Design Guidance (updated March 2018) by prioritising walking as a mode of transport in the borough and creating a safe walking environment

These proposals have been discussed with officers at the London Borough of Camden and with colleagues here at Argent. We trust you have sufficient information to validate and determine this application. If you have any queries or require any further information, please do not hesitate to contact me.

Yours Sincerely,

Joshua Steer

Planning Manager

Appendix 1 Drawing Schedule

Drawing Title	Previously approved drawing no.	Proposed drawing no.
Proposed 10 th Floor Plan	KXC-S5-A-ABA2433-20-110 PL-Rev_1	KXC-S5-A-ABA2433-20-110 PL-Rev_2
Proposed Ground Floor Plan	KXC-S5-A-ABA2433-20-1GF PL-Rev_1	KXC-S5-A-ABA2433-20-1GF PL-Rev_2
Proposed North Elevation	KXC-S5-A-ABA2433-20-301 PL-Rev_1	KXC-S5-A-ABA2433-20-301 PL-Rev_2

Proposed East Elevation	KXC-S5-A-ABA2433-20-302 PL-Rev_1	KXC-S5-A-ABA2433-20-302 PL-Rev_2
Proposed South Elevation	KXC-S5-A-ABA2433-20-303 PL-Rev_1	KXC-S5-A-ABA2433-20-303 PL-Rev_2
Proposed South-West Elevation	KXC-S5-A-ABA2433-20-304 PL-Rev_1	KXC-S5-A-ABA2433-20-304 PL-Rev_2
Proposed West Elevation	KXC-S5-A-ABA2433-20-305 PL-Rev_1	KXC-S5-A-ABA2433-20-305 PL-Rev_2
Proposed Internal Courtyard - West Core Elevation	KXC-S5-A-ABA2433-20-306 PL-Rev_1	KXC-S5-A-ABA2433-20-306 PL-Rev_2
Ground Floor- Main Entrance Arches	KXC-S5-A-ABA2433-21-501 PL-Rev_1	KXC-S5-A-ABA2433-21-501 PL-Rev_2
Ground Floor- Typical Arches	KXC-S5-A-ABA2433-21-502 PL-Rev_1	KXC-S5-A-ABA2433-21-502 PL-Rev_2
Ground Floor- Continuous Balcony	KXC-S5-A-ABA2433-21-503 PL-Rev_1	KXC-S5-A-ABA2433-21-503 PL-Rev_2
Ground Floor- Infill Arches- Parking Entrance	KXC-S5-A-ABA2433-21-504 PL-Rev_1	KXC-S5-A-ABA2433-21-504 PL-Rev_2
Ground Floor- Corner Arch	KXC-S5-A-ABA2433-21-505 PL-Rev_1	KXC-S5-A-ABA2433-21-505 PL-Rev_2
Ground Floor- Courtyard Arches- East Core	KXC-S5-A-ABA2433-21-506 PL-Rev_1	KXC-S5-A-ABA2433-21-506 PL-Rev_2
Ground Floor- Courtyard Arches- West Core	KXC-S5-A-ABA2433-21-508 PL-Rev_1	KXC-S5-A-ABA2433-21-508 PL-Rev_2
Mid Floors - East Core - South	KXC-S5-A-ABA2433-21-509 PL-Rev_1	KXC-S5-A-ABA2433-21-509 PL-Rev_2
Mid Floors - East Core - Projecting Balconies	KXC-S5-A-ABA2433-21-512 PL-Rev_1	KXC-S5-A-ABA2433-21-512 PL-Rev_2
Mid Floors - East Core Arch Window - L10	KXC-S5-A-ABA2433-21-513 PL-Rev_1	KXC-S5-A-ABA2433-21-513 PL-Rev_2
Mid Floors - West Core Terrace - L5	KXC-S5-A-ABA2433-21-514 PL-Rev_1	KXC-S5-A-ABA2433-21-514 PL-Rev_2
Crown - East Core - South	KXC-S5-A-ABA2433-21-515 PL-Rev_1	KXC-S5-A-ABA2433-21-515 PL-Rev_2

