



# HAVE YOUR SAY



King's Cross Square  
Results of public consultation  
& consequential design changes

Network Rail, September 2011

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## 1. Introduction

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### i. The Redevelopment of King's Cross Station

King's Cross is one of the busiest transport interchanges in the country. Every year, 47 million passengers use the station, and this number is expected to rise by 10 million within the decade. The redevelopment currently underway will deliver a 21<sup>st</sup> Century station, fully equipped to meet future passenger demand upward of 55 million people, while honouring the station's Victorian history.

As one of the busiest transport interchanges in the country, King's Cross sees 47 million passengers use the station every year, and this number is expected to rise by 10 million within the decade. The extensive redevelopment of the station will deliver a 21<sup>st</sup> Century station, fully equipped to meet future passenger demand upward of 55 million people, while honouring the station's Victorian history.

The redevelopment is driven by a need for more passenger space, and a better station environment with improved facilities, light and access. Network Rail's aim at King's Cross is to create a World Class station for the millions of people who use it. The key improvements being made for passengers are listed in the table below.

Details	Completion Date
Refurbishment of eastern range office buildings on York Way	Spring 2009
Construction of a new platform to increase the capacity of the station and ensure the refurbishment can take place without	Spring 2010
Refurbishment of main station platforms   Shortening of platforms 5-8 to increase the size of the concourse   Installation of a new footbridge and subway	Winter 2011
Refurbishment of Victorian station glass and iron roof	Spring 2012
Construction of a new western concourse   full restoration of the western range buildings near Pancras Road   restoration of suburban platforms (9-11)   construction of an interface between the western concourse and the Grade II listed Great Northern Hotel	Spring 2012
Demolition of existing green canopied concourse   Construction of King's Cross square	Autumn 2013

ii. Designs for King's Cross Station Square

The creation of a new square in King's Cross is a great urban design challenge. The square will form a focal point at the heart of a district which, following decades of neglect, is currently being injected with a new energy through a range of major urban and transport projects. This is a unique opportunity to transform this neglected site into a successful component of this significant transport interchange and an exemplary public urban space.

The square must perform a wide variety of functions. Primarily, it forms part of the working area of the station facilitating the movements of 140,000 people every day through the area. It is both a gateway and a space of orientation for those arriving into London from a variety of UK and international locations via our neighboring station, St Pancras International. The square must unify an area of the capital which is located at a junction of a complex series of existing and new urban and transport interventions, while at the same time celebrating the rich history of the site.

Designs must take account of a number of unavoidable constraints. The new space must integrate the legacy of several large London Underground (LUL) structures, which push up through the square, and must remain in operation on the site as they provide crucial functions including fume extraction and emergency access for the underground network below. A crowded subterranean network incorporating several ticket halls, LUL access running tunnels, the Fleet River, station utilities and disused train tunnels runs close to the surface under the space, leaving many areas unsuitable for intervention. To avoid damage and maintain the proper running of LUL services, the nature, structure and position of these underground features must be factored into all elements of design.

The Islington based, internationally recognised practice of Stanton Williams were chosen to design the square after an extensive search. An International competition was held, involving advertising an open invitation to practices across Europe, from which we received over 100 responses. After reviewing all responses a short list of 6 were paid to develop their concepts into a competition submission. A technical panel and Jury were established to evaluate the submissions, and arrive at a winner. The competition process was managed by an independent consultant [Malcolm Reading] employed by the London Borough of Camden, the Jury was populated by representatives from key stakeholders and independently chaired. All of this in accordance with a process dictated by the London Borough of Camden.

We are currently seeking to discharge conditions imposed after planning permission for a new public square was granted in 2007 as part of the overall development of King's Cross station. The work is expected to begin in September 2012, completing in 2013, subject to the granting of necessary permissions.

## **2. Approach to public consultation**

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Network Rail is committed to thorough consultation with the local community and interested stakeholders. We want to provide members of the public with an interest in the station an opportunity to shape elements of our schemes, whether they are local residents, commuters or visitors to London. We have sought to inform these groups of the consultations through various channels so they can all feed back their comments on our proposals.

The designs for the square that we took to public consultation are the result of an ongoing consultation process, incorporating the views, needs and aspirations of a wide range of statutory stakeholders. These groups include the London Borough of Camden, English Heritage, Transport for London, London Underground Limited and the British Transport Police. This resulted in impressive design details which incorporate existing structures whilst revealing the beautiful Grade I listed station façade.

Full details of the statutory consultation can be found in the application submitted to the London Borough of Camden.

To encourage wide-ranging and honest feedback we asked only one specific question relating to the plans: “Do you support our plans for the new square at King’s Cross Station” and then asked respondents to give us any comments they wished to make.

In addition to public consultation, Network rail holds a public exhibition in the concourse at King’s Cross station for times a year, talking about the development as a whole and specific pieces of upcoming work that might be of interest. We display architectural models and have members of the project team on hand to answer questions for the duration of these week-long events. Information leaflets are distributed widely and we encourage members of the public to give us feedback on the project. We also encourage people to leave their contact details so we can contact them with information about future exhibitions.

### 3. Details of the public consultation

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#### i. Promoting the public consultation:

Network Rail was keen to explain the plans to a wide audience and encourage as much feedback as possible. A thorough programme of promotion was put in place:

- ▶ 1990 invitations to the public exhibition were sent, covering all businesses and households within a 400metre radius of King's Cross station– a distance agreed with London Borough of Camden
- ▶ A further 367 invitations were emailed out to local community groups and members of the public who had asked us to keep them informed on the project in this way
- ▶ 20 large posters advertised the exhibition inside King's Cross station
- ▶ 30 A4 posters were also placed around key venues in the local community including Camden Library, Camden exhibition centre, local cafés and retail outlets
- ▶ Half page advertisements were placed in the Camden new journal, Islington Tribune & West End Journal, the combined distribution of which covers an area from the Regent's Canal to the Thames.
- ▶ Press releases and photos were sent to national and local media

See Appendix A for examples of promotional material and press coverage of the exhibition

#### ii. The public exhibition in King's Cross station

A five day public exhibition was held in King's Cross station between 22-26 July (7am-7pm Friday, Monday, Tuesday and 9am-6pm Saturday & Sunday), including two work weeks and a weekend to ensure the largest possible cross-section of local residents and station users could attend. The exhibition included

- ▶ Leaflets detailing the plans, each with a detachable, free-post comment page – a total 3000 were distributed during this exhibition week.
- ▶ Two metre high banners with computer generated images of the proposed design for the square
- ▶ A large, detailed architectural model of the square

The stand was continually manned by at least three Network Rail staff to answer any questions attendees might have and encourage them to leave their comments. An average of 900 people visited the stand every day.

#### ii. Online consultation

- ▶ A bespoke online survey was used to capture views on the new designs. [networkrail.co.uk/newkingscross](http://networkrail.co.uk/newkingscross)
- ▶ Network Rail's King's Cross webpage was updated 2 weeks before the station exhibition with a link to this online survey, remaining open for 6 weeks.
- ▶ The images of the design for King's Cross Square were added on 22 July at the same time as the exhibition
- ▶ The URL for this online survey was printed on all invitations and all promotional material for the exhibition.

See appendix B for a breakdown of the traffic to the consultation website.

iii. Preview evening to the public exhibition

- ▶ We held a preview evening on 21<sup>st</sup> July 2011 for local stakeholders from London Borough of Camden, London Borough of Islington, Transport for London and Argent developers.
- ▶ A variety of exhibition boards and materials were on display, including the leaflets available at the public exhibition
- ▶ Senior members of Network Rail's project team were on hand to talk through the plans and answer questions, as were senior representatives from the scheme architects, Stanton Williams.

iv. Attendance at the exhibitions (VIP night and public exhibition)

- ▶ 51 stakeholders attended the VIP preview night
- ▶ Approximately 900 people attended the public exhibition every day – a total of 4500 over the 5 days
- ▶ 155 people visited the online site with 46 staying to submit feedback

v. Consultation activity after the public exhibition

- ▶ A further 2000 leaflets were distributed in the station between 26 July and 18 August when the consultation closed.

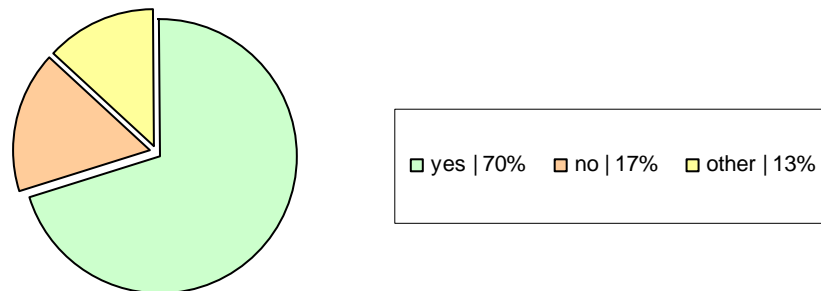
vi. Gathering feedback

- ▶ A paper survey available as a tear-off page was incorporated into the leaflet handed out to attendees at the public exhibition and preview evenings
- ▶ The survey could be dropped into the comments box on the exhibition stand or posted via freepost back to us for those who preferred to take cards away with them
- ▶ Emails sent directly to members of the King's Cross redevelopment programme by interested parties were also included in the consultation

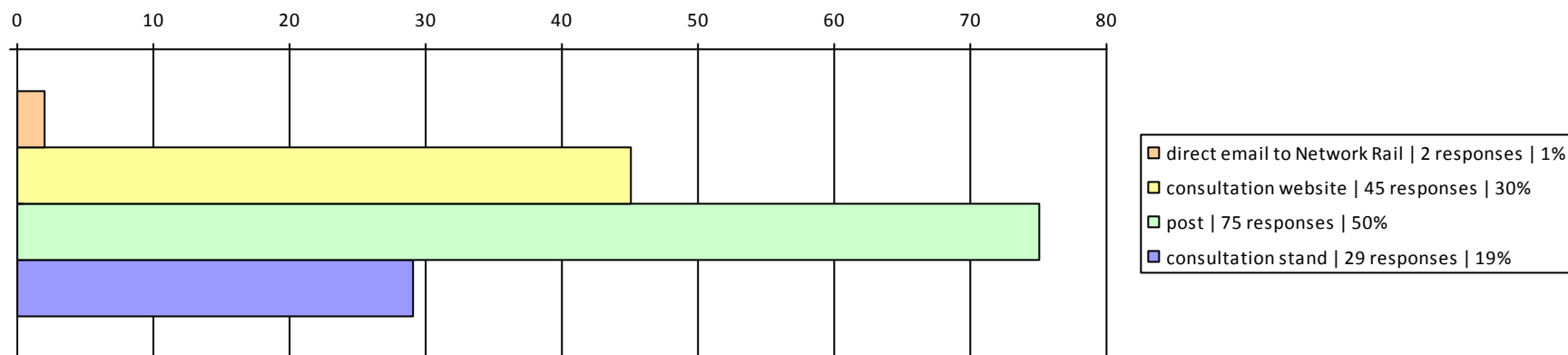
#### 4. Summary of responses to the public consultation

We received a total of 149 responses to the public consultation. The feedback we received to our proposals was very positive, with 70% of the 149 respondents said that yes, they did support Network Rail's plans.

Do you support our plans for the new square at King's Cross



All of the channels we opened to receive feedback were used, with by far the most common being utilization of the freepost response form, handed out in the station, both during and after the public exhibition.





## 5. Positive comments

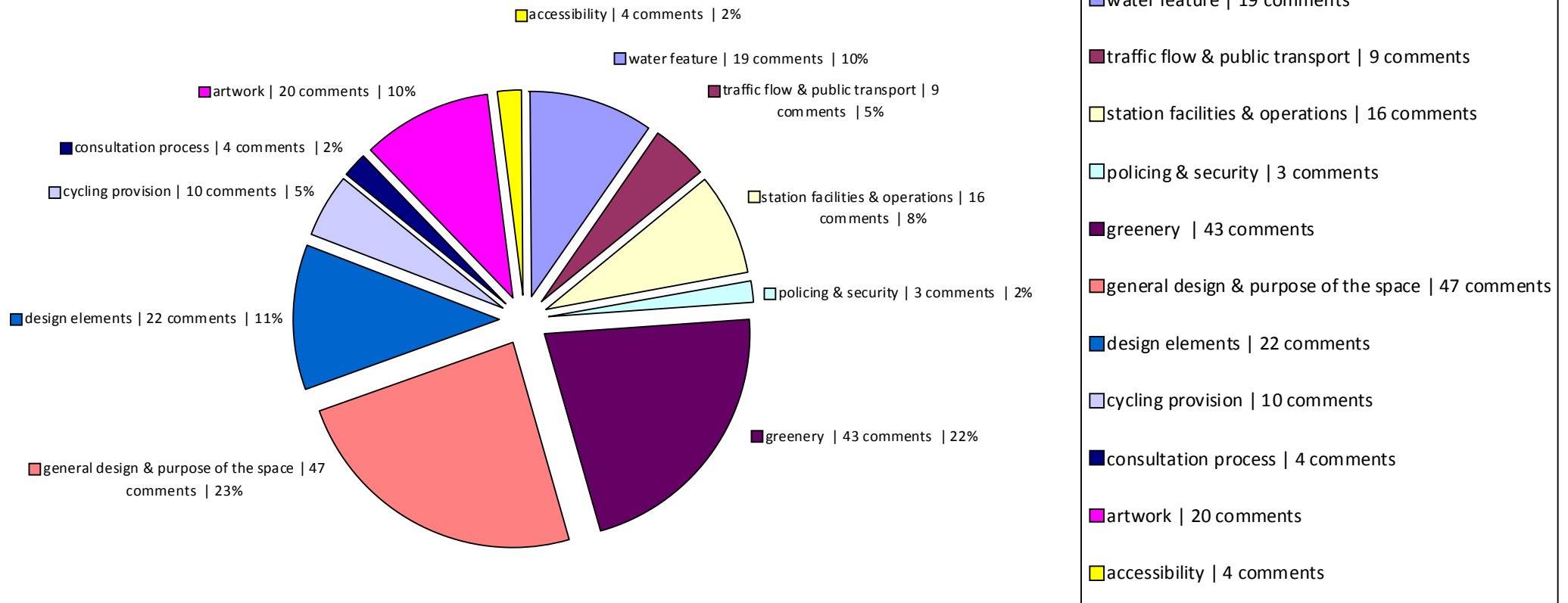
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As well as showing support for the scheme by ticking “yes” many of the 70% of respondents who support the plans chose to submit additional positive comments, which fell into three broad categories:

- i. General positive comments:
  - ▶ Look fabulous - really looking forward to seeing the big changes
  - ▶ Good idea – Overdue
  - ▶ Big, bold and beautiful, a fitting gateway to the UK
  - ▶ Excellent, long overdue
  - ▶ The model and explanation given by the person was most interesting and exciting, it all looks very good and well thought out
  - ▶ This is long overdue; anything to lighten up the area and improve the waiting section can only be good.
  - ▶ The plan looks fantastic as it will remove the unsightly add-on to the original facade and create space
- ii. Support for the modern aspects of the design
  - ▶ Looks modern. Like the model, looks good from the air. Real 21st century
  - ▶ Good to have an open space to allow free movement of passengers and create a more welcoming environment/meeting place
  - ▶ Absolutely fantastic, really great modern design that brings the best out in terms of the station heritage - this part of London needs this
- iii. Comments appreciating the Victorian heritage being opened up by the scheme:
  - ▶ I’m delighted that the 2 huge arches will be on full view such stunning brickwork
  - ▶ Will be a great way of showing off the original archways to all the millions of people passing through.
  - ▶ good to see the original structure opened up

## 6. Suggestions and concerns

With some responses raising more than one issue, a total of 197 separate points were made about the scheme in response to an open question asking if respondents had any further comment. People used the opportunity to give suggestions regarding how the scheme could be improved, and wide-ranging feedback was given on the proposals. The following section outlines the key issues raised. A further 10 comments were received on issues not related to the square, which will be responded to outside of the consultation process.



i. General design and purpose of the space

The largest group of comments (47 separate comments, 23% of the total) was around the purpose and general feel of the proposed design. This included requests for play and performance areas, grassed areas and the addition of new structures in the square. There was some comment on pedestrian access routes through and around the square and concern whether pedestrian flow had been properly factored in to the design. Additionally there was an idea that the open nature of the space made it feel unwelcoming.

Whilst the square has been designed to provide areas of calm in a busy urban environment, it is an integral element of a major transportation hub. It will remain part of the operational station and will be an area of extremely high footfall. In addition to our own passengers, King's Cross is the most connected station on the London Underground network: over 60% of all London Underground Limited (LUL) stations may be reached directly from Kings Cross and LUL has two exit/entrances on the square.

Around 47 million people use Kings Cross Station every year – a number which is likely to rise to around 55 million within a decade. At peak times, 2 or 3 trains may arrive simultaneously at the station. This creates a very heavy pedestrian flow which needs to disperse quickly and safely across the square and to the LUL entrances, buses and taxis. Furthermore, we anticipate seeing up to 3,000 people, who will not be using the station, traversing east-west across the square *per hour* in morning peak times.

As a consequence, we have sought to strike a balance between providing a place to stop and enjoy the magnificent station façade and enabling safe, free pedestrian movement around the new space. Pedestrian modeling has been undertaken at every point in the design process to find the best possible solution.

ii. Planting more trees in the square

22% of respondents were concerned that not enough greenery had been designed into the space.

Conservation groups forming part of our statutory consultees for the square were very concerned that trees would block the view of the Grade I listed Victorian façade of King's Cross station and were uncomfortable with us including any in the original plans. However, following the public consultation, we have demonstrated that provision of more trees is a key issue for the public and the plans were reassessed.

Finding suitable spaces for additional trees is a difficult process. Firstly, a complicated subterranean network including London Underground Limited (LUL) ticket halls and running tunnels is located very close to the surface leaving very little space to physically locate a tree pit. Secondly, we need to locate the trees in a way that will not hinder the movement of 140,000 people who will use the space daily. Thirdly, tree pits and planters are deceptively heavy when the weight of the construction, the earth, and the tree itself is taken into account.

With these three restrictions in mind, the architects have found some areas where we believe we can site some more trees. Utilising smaller species of tree, two new sites have been identified and a total of ten new trees have now been included in the revised design. bringing the total number of trees in the square to 14.

iii. Public art on the square

There was a strong desire to have some public art included in the design for the square. This issue was raised in 10 comments, representing 10% of the total.

The design team has been looking for ways to accommodate public art in the square since the design process began. As with all aspects of this design, we have worked within unavoidable constraints. Most of the square will be just over a foot above the original London Underground ticket hall: a structure which would not be able to support the weight of a bronze or stone statue, which can weigh several tonnes, and ensuring safe and swift pedestrian flow make the placement difficult.

However, after a review of the options a suitable area has been identified and designated as a public art exhibition area. Enhanced foundations will be laid under the paving in this area, away from the busiest pedestrian flows to support potential art installations. Network Rail and the London Borough of Camden have informally agreed to work together in the future to identify suitable privately-funded public art that may be exhibited in this area.

#### iv. Design elements

22 points were raised about individual elements of the proposed design, making up 11% of the comments received. Within this category some themes emerged, including questions over the inclusion and placement of a canopy on the station façade and concern that the striped paving design was stark.

The canopy is a vital operational element of the station design. Passengers arriving in the main train shed will exit via the southern facade with most heading for the London Underground entrances on the square. Without canopies there would be a tendency during inclement weather for passengers exiting the station to stop dead at the exit doors in order to avoid getting wet. This would potentially create an unsafe situation as at peak there may be as many as 3,000 people all trying to exit the station at the same time. Unsafe crowding would quickly build up either side of the ticket barriers. Furthermore, the 60% of our passengers exiting the station who utilise the underground have a reasonable expectation of a protected and covered route to their onward travel.

The need for a functional canopy was accepted in the planning consent for the main station works.

We have worked closely with conservation groups and in particular English Heritage to select the size and location of the canopy which would minimise the impact on the Grade I listed structure whilst still providing adequate coverage to pedestrians. Many different designs have been prepared and evaluated, English Heritage preferring the current design which locates the canopy over the “spring course” of the lower arches.

The striped paving has been a feature of the Stanton Williams concept design from their original international design competition entry, and this feature has remained fairly consistent throughout the development process whilst at the same time being subject to the scrutiny of the planning authorities and conservation groups.

However, as a result of the consultation process, the choice of stone was reviewed by the design team, and our new proposals use a less contrasting pair of stones.

#### v. Water features

18 respondents (making up 10% of total responses) suggested some kind of water feature in the square. Ideas ranged from freestanding fountains to waterfalls encasing the London Underground ventilation shafts.

London Underground Limited (LUL) requires all works which are built above or adjacent to their stations to be reviewed and approved by their own engineers. They clearly indicated that they would not approve a water feature at Kings Cross and this is a sentiment that Network Rail entirely supports and understands. The structure of

water features, which must be inherently robust and the added weight of the water itself, require secure structural foundations which could not be accommodated on the LUL roof slab or over the LUL running tunnels.

It is worth noting that the King's Cross Central developers will be opening a major water feature in front of the new University of the Arts next year, just to the northern edge of the station.

vi. Station facilities & operations

We received 16 comments (8% of the comments made) asking questions about operational aspects of the new square, including:

a. Smoking

There were some questions over whether station staff would actively prevent people from smoking in the square. Currently, people are permitted to smoke outside the station, away from the entrances which is in line with the smoking ban and the industry approach to smoking. However, Network Rail is currently undergoing an internal review of smoking policy. Comments made in this consultation were fed into the review, which is due to be released early in 2011.

b. Cleaning and maintenance

People asked how the square would be cleaned and maintained, and stressed the importance of keeping the area looking good once complete. Provisions will be made by the station as part of a cleaning and maintenance strategy which will be developed for the square.

c. Left luggage and toilet facilities

There was some interest in provision of left luggage and toilet facilities for those using the square. Whilst the square itself will not include either of these facilities, the station's new concourse which sits to the west of the station will have a new left-luggage office and significantly increased, fully accessible toilet facilities.

d. Retail

Some respondents were interested in whether or not there would be retail in the square. There are two retail units incorporated into the design: a small newsagent unit built into the cladding surrounding the 'rotunda' ventilation shaft in the centre of the square and a single storey extension to the 'egg' ventilation shaft, designed as a coffee unit offering window service.

vii. Traffic flow and public transport

We received 9 comments (5% of the total) around road transport in King's Cross including the bus network. Specifically, most questions asked why we weren't taking the opportunity to make improvements to traffic flow, road layout, or bus scheduling during the construction of the new square.

Network Rail has no jurisdiction over the roads or buses around King's Cross station, and these matters were considered during the assessment for planning consent. Consequently we are not proposing to, and are not in a position to make any changes to road or bus networks around the station.

viii. Cycling provision in the square

Ten people made comments about the importance of including bicycle provision in the overall scheme. Some mentioned the Barclays Cycle Hire scheme (“Boris Bikes”) whilst others were more concerned with the provision of racks for their own bicycles.

Network Rail supports provision of cycle parking and storage adjacent to its stations, however there are both physical and aesthetic impediments to placing traditional racks or cycle hire docking stations on King’s Cross square. The square has been designed for safe, free pedestrian movement of the 140,000 people a day who will use King’s Cross station, and cycle racks would create an impenetrable barrier across the space. Additionally, one of the principal drivers behind the design is to reveal and open up the views of the Grade I listed station façade. There is a consensus among planners and conservation groups that the inclusion of a cycle park would have a detrimental impact on the aesthetic value of the square.

However, to ensure adequate local storage, we have paid a £175,000 contribution to the London Borough of Camden towards a secure cycle store. The facility will be built immediately adjacent to King’s Cross station by the King’s Cross Central developers within the basement of their B1 building to the northwest of the station and operated by Transport for London.

We have made a further provision of 206 cycle storage spaces inside the station.

ix. Accessibility issues

Comments regarding accessibility constitute four of those received: 2% of the overall total. These expressed a wish that square is fully accessible for those with limited mobility and those with visual impairments. There was also concern that a suitable pick-up point for disabled passengers is integrated into the design.

Improving access for passengers with mobility or sensory impairment, heavy luggage or buggies is central to the aim of the entire development at King’s Cross. The mezzanine floor inside the new concourse can be reached by new lifts and escalators, and a link-bridge for passengers leading into the main train-shed will maintain the step-free access.

The access design consultants David Bonnett Associates have been advising the design team working on the square since the design process began. Their comprehensive report, titled “King’s Cross Square, Planning Access Statement” forms part of Network Rail’s application to the London Borough of Camden. Network Rail will continue to work closely with disability groups such as the Disabled Persons Transport Advisory Committee as we have throughout all areas of designing in the redeveloped station, including the design of the square, and we can confirm that the entire square will be fully accessible.

As part of the overall scheme there is provision for three Network Rail blue-badge parking spaces at the main entrance to the station on Pancras Road, details of which can be viewed in the access statement produced by David Bonnett Associates.

x. Consultation process

Four people (2% of the total responses) made comments on the consultation process itself. Three requested more information on the scheme and suggested that the consultation process had not supplied them adequate information on which to base their views. One wheelchair user requested a private viewing of the model as it was too high for her to properly see.

Full details of the approach we took and the execution of this consultation can be found in sections (2) and (3) of this document. We are confident in the approach we took and will continue to engage with the public as broadly as possible at our quarterly in-station exhibitions and through the media. We will also continue to post information about the development on the [networkrail.co.uk](http://networkrail.co.uk) website, and will be arranging a private viewing for the wheelchair user.

We are extremely grateful to all of the respondents who took the time to give us their suggestions.

xi. Policing and security on the square

Three comments relating to the policing and security of the square were received. These comments covered both anti-social behaviour and counter-terrorism. Network Rail takes all matters of security extremely seriously and every effort has been made throughout the design process to maintain security and safety of anyone using the station.

We have worked closely with the security services and the British Transport Police throughout the design process to ensure that security measures are included in the proposal and will continue will continue to do so.

## **7. Changes made to the design as a consequence of public consultation**

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The extensive stakeholder engagement Network Rail undertook demonstrated strong support for the plans. However, stakeholders did identify some areas where changes were possible and we have amended our designs as a consequence, most notably:

- i. Two new sites for have been identified as suitable for additional trees. A total of ten new trees have been designed into the space bringing the total number in the square to 14.
- ii. We have identified two areas as options for displaying public art. These two possibilities are away from the busiest pedestrian flows in areas where we are able to install enhanced foundations underneath the paving. Network Rail and the London Borough of Camden have informally agreed to work together in the future to identify suitable privately-funded public art that may be exhibited in this area.
- iii. The colour of the Yorkstone paving on the square has been changes from Scotsmoor to Crosland Hill, a warmer colour intended to invoke a
- iv. We have reviewed the paving materials in the striped area of the square, and have reduced the colour contrast between the two stones, changing the granite paving from Mist to SPI

Visualisations depicting the changes made as a consequence of public consultation can be found in Appendix D



## 8. Next Steps

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Network Rail remains committed to engaging with local stakeholders in order to keep people up to date and address any concerns people may have. We are in the process of responding to all those individuals who requested feedback on their comments, or who expressed significant concerns. In the immediate future, this will involve:

- ▶ Sending an update letter responding to points raised to all those who supplied their contact details
- ▶ Uploading a summary of the consultation results to the [networkrail.co.uk](http://networkrail.co.uk) website

We will continue to work with the local authorities and other statutory and non-statutory stakeholders over the lifetime of the project to make sure the project can be completed with the minimum of disruption.

9. APPENDIX A - publicity materials and press coverage of public exhibition

i. Invitation to the preview event for the public consultation



ii. Posted invitation to the public exhibition



iii. Banner used during public exhibition



iv. **Poster used to advertise the public exhibition**



## *The transformation of King's Cross station*

*See our plans for a new public square*

Come and meet the team behind the redevelopment of King's Cross station and give us your feedback, as we reveal our proposals for a new public square at the front of the station. We'll show you how we plan to transform the site into a new public space for London – a key component of the King's Cross transport interchange.

We'll be in the station by the passenger information desk on:

<b>Friday</b>	<b>22nd July</b> 7am - 7pm
<b>Saturday</b>	<b>23rd July</b> 9am - 6pm
<b>Sunday</b>	<b>24th July</b> 9am - 6pm
<b>Monday</b>	<b>25th July</b> 7am - 7pm
<b>Tuesday</b>	<b>26th July</b> 7am - 7pm

You can also give us your feedback  
at [networkrail.co.uk/newkingscross](http://networkrail.co.uk/newkingscross)



v. Leaflets distributed during the public exhibition

### Have your say

Do you support our plans for the new public square at King's Cross? ☐ ☒

Do you have any further comments on the design of the square?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email \_\_\_\_\_

\_\_\_\_\_

Use the form above, visit our exhibition on the station concourse between 22 and 26 July, or respond online at [networkrail.co.uk/kingscross](http://networkrail.co.uk/kingscross)

Your responses and comments will be sent to Network Rail. Your personal details will be held securely by Network Rail in accordance with the Data Protection Act 1998, will only be used in connection with King's Cross station communications and will not be passed on to third parties. We may contact you if we have any further questions concerning the comments you have described above. By signing or participating in the exhibition you agree to being contacted in writing.

### The future of the station

Work on King's Cross station is well underway. Next year, the first significant milestone will be reached when we open a new glass and steel concourse in Spring 2012. The new concourse has three times more space and better facilities.

However, that's only the first phase of work. After the Olympics, we'll start removing the green canopy in front of the station to create a new public square between the newly restored Grade I listed Victorian building and Euston Road.





### The transformation of King's Cross station



Our plans for a new public square

### A new space for London

The creation of a new square at King's Cross station is one of the most exciting urban challenges facing London today. The square will form the focal point of an area being filled with new energy by a range of major urban and transport projects. We will transform this site into a new public space for London and a key component of the King's Cross transport interchange.

We are pursuing a planning application for King's Cross Square, which we'll submit later this year. This leaflet outlines the proposals and we would like to know what you think.



### What can I expect of the new square?



For the first time since the 1860s, the Grade I listed brick façade of King's Cross station will be revealed when the square opens at the end of 2013. The new space between the station and Euston Road will be 50% larger than Leicester Square at over 7000 m<sup>2</sup>.

Our proposed design will help guide pedestrians through the square and provide a central focus to this area of complex junctions and transport interchanges. Solid stone benches, integrated shops and a sympathetic lighting plan have been carefully designed to both complement the area's rich history and provide a modern, open space in a dense urban environment.

The square sits directly above a tangle of tube lines, disused train tunnels, utilities and even a closed-in river. Additionally, a number of unusual structures, currently hidden by the green canopy, have been incorporated into our design. They perform crucial functions, including the extraction of hot air from the tunnels below.

Our architects and engineers have worked hard to ensure the square's design won't damage any of these structures.

Business Reply Plus  
RAVR-KTLB-ECCK

King's Cross Consultation  
Network Rail  
Kings Place  
90 York Way  
London  
N1 9AG





vi. **Press advert for the public exhibition**



## *The transformation of King's Cross station*

*See our plans for a new public square*

In 2012, we'll start work creating a new public square at King's Cross station. As well as revealing the station's Grade I listed facade for the first time in over a century, we will transform the site into a new public space for London and a key component of the King's Cross transport interchange.

Come and meet the team behind the redevelopment, see our proposals for the square and give us your comments. We'll be in the station by the passenger information desk on:

<i>Friday</i>	<i>22nd July</i>	<i>7am - 7pm</i>
<i>Saturday</i>	<i>23rd July</i>	<i>9am - 6pm</i>
<i>Sunday</i>	<i>24th July</i>	<i>9am - 6pm</i>
<i>Monday</i>	<i>25th July</i>	<i>7am - 7pm</i>
<i>Tuesday</i>	<i>26th July</i>	<i>7am - 7pm</i>

You can also give us your feedback at [networkrail.co.uk/newkingscross](http://networkrail.co.uk/newkingscross)  
We hope to see you there.



vii. Examples of press coverage of public consultation

► Evening Standard online & print editions



► BBC Online



► **Islington Gazette – online & print editions**

**Islington**  
**Gazette**

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## Kings Cross Square plans unveiled

✉ Aimee Brannen  
Wednesday, July 27, 2011  
9.08 AM

»Images of ambitious plans to create a huge public square at King's Cross were unveiled by Network Rail this week.

At more than 7,000 square metres, it will be 50 per cent bigger than Leicester Square and will open up the space currently occupied by the 1970s concourse extension to reveal the stunning Grade I listed Victorian station façade for the first time in almost 150 years.

Architects Stanton Williams were chosen to work with Network Rail on the new Kings Cross Square following an international design competition which attracted entries from more than 100 architects and urban designers from around the world.

Unique



Kings Cross square plans unveiled



## **10. APPENDIX B – Demographics Statistics report**

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### The King's Cross Transformation - Our Plans for a New Public Square

(Lauren Broadfield)

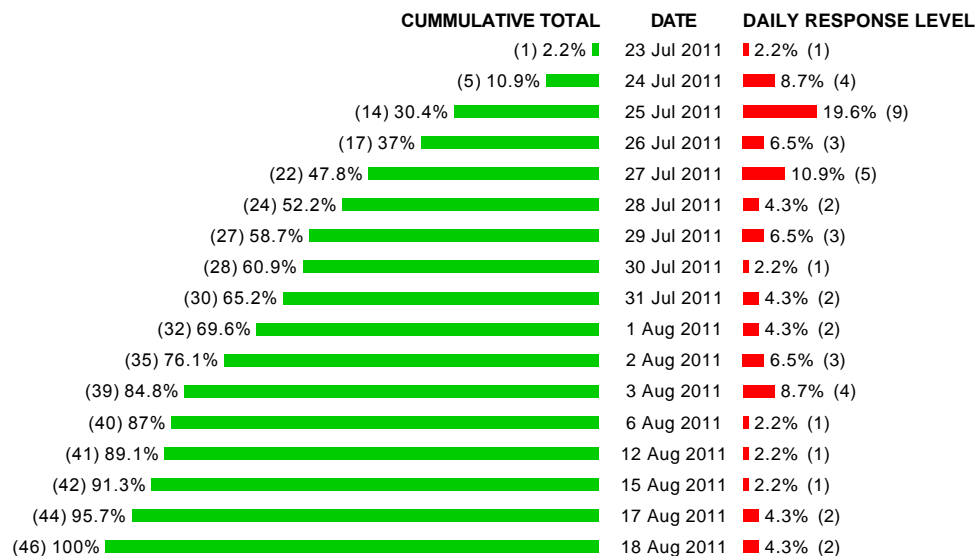
**SURVEY RESPONSES:** 46

**FIRST RESPONSE:** 23 Jul 2011 17:11

**LAST RESPONSE:** 18 Aug 2011 20:08

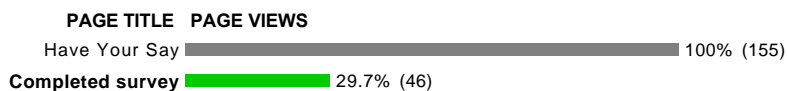
#### Daily Response Rate

**CHRONOLOGICAL** DAYS WITH RESPONSES: 17



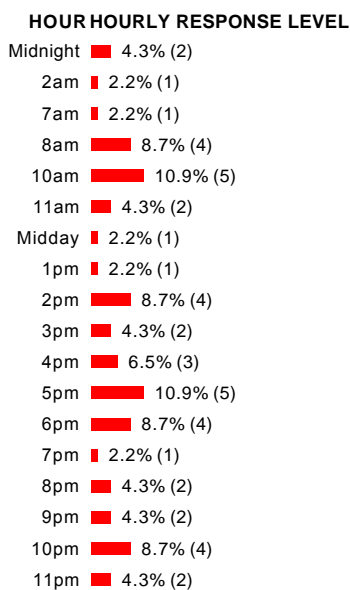
#### Page views

PAGES IN SURVEY: 1



#### Hour of Day Analysis (respondent's time)

**CHRONOLOGICAL** HOURS WITH RESPONSES: 18



**Respondent Country (calculated from IP address)**

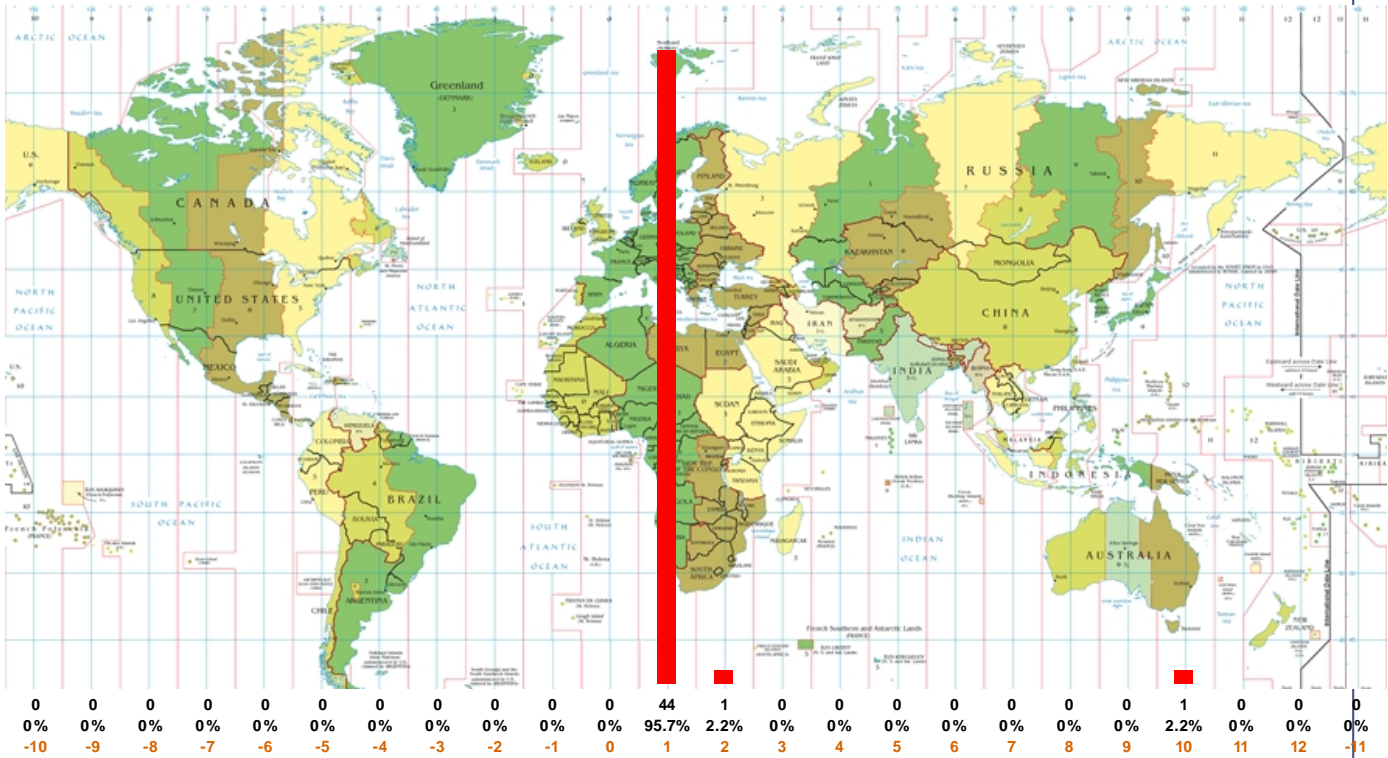
ALPHABETICAL COUNTRIES: 4

**COUNTRY RESPONSES**



Respondent Time Zone Analysis

TIME ZONES WITH RESPONSES: 3



There are no Sources for this survey

Nothing here





## 11. APPENDIX C - verbatim responses to public consultation

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Open attractive space will show off façade and discourage crime.

Excellent proposal; good presentation from staff. Sooner formalised the better for all concerned.

In general a VAST improvement,

This is a tremendous opportunity to bring some life to a very attractive open public spot. Flag display: very cheap with very low maintenance, and a big happy impact.

Excellent and well overdue

The plan looks fantastic as it will remove the unsightly add-on to the original facade and create space. KX is currently extremely crowded because there isn't enough room either in the main hall or outside.

Can we have facilities for coffee etc on the square to avoid going into the new western concourse?

New W/Cs needed and more ppo for travelers

Just travelling by train from and to ladybank in fife to Malaga. Major changes london/paris/madrid. The proposed development would be fantastic faster trains to Scotland even better. Good baggage storage lockers essential!

It is important that travelers have an easy passage through the complex need to avoid it looking grim like euston. People should be able to use it as a public space and not just somewhere for backpackers to hang out.

It would be helpful to be able to cross over to St Pancras station without waiting for traffic. But otherwise, great

'I've been thinking a bit more since I posted the feedback form today! I think that the new square would be greatly enhanced if it were possible for pedestrians to be able to cross the adjacent roads at any place and in any direction without having to negotiate barriers and 2 or 3 sets of lights. If the traffic lights were set so that in every cycle there was a phase when traffic was stopped at Grays Inn Road and say, Judd St and north of the stations in St Pancrass road so people could walk from the square and stations across the roads in any direction. The traffic could be let through in phases: 1. from Greys Inn road to any other; 2. from Euston Road going east to any other; 3 from St Pancras road to any other; 4 pedestrians. This would mean just 4 phases and in each traffic phase the traffic could go where it wanted without additional lights, so overall it would not be delayed compared with now and it would all be much simpler and less crushed, confusing and tedious for people on foot.

I have watched the transformation of St Pancras and kings x over the last few yrs and both designs have been carefully articulated to produce what are two superb buildings. Thank you for taking on this project.

The improvements are excellent the model I looked at will make it a more appealing place. I use KX a lot for my holidays so improvements are welcome.

I think the design is wonderful so keep it up

Looks modern. Like to model, looks good from the air. Real 21st C.

Looks good. St P excellent - Euston next (needs it!)

Great idea. Needs good pedestrian access to the south side of the Euston Road.

New W/Cs needed

Don't like the ugly steel girders in front of façade. PLEASE REPLY

Horrible - not aesthetically pleasing or ecologically sound ...and a very poor welcome for tourists, foreign representatives of foreign states, commercial and other visitors to our capital city. Please rethink these plans and achieve something for which posterity will thank you.

Seems very unambitious - just a big pavement. Would prefer a fountain or café

Four trees and some stone benches, is that the best you can do? More plants? Water feature? Art installation?

Very disappointing. Does not live up to the brief or match the quality of the surrounding architecture. No attempt to camouflage hideous ventilation shafts/tube entrance. No sympathetic landscaping, no big fountains. Boring, unimaginative and dull. Start again please.

This consultation seems a bit of a sham. I went to the exhibition. The pleasant people from Network Rail referred every criticism to someone else - Camden Council planners primarily. If they are the real decision-makers then they should be ready to answer the criticisms themselves. For the record, my criticisms are:

1. The canopy attached to the new front of the station is unattractive in the extreme. A more imaginative design is required.
2. The new piazza has no focusing feature and nothing to attract anyone to visit it.
3. I understand that Network Rail favoured the provision of cycle parking but were overruled by the council's planners on aesthetic grounds. There is a dire need for it, for short-term visitors to the station (shopping, ticket purchase, people waiting for a train, etc.). The planned provision beyond the German Gym is too far away in distance and too late in time for convenience. European mainline stations always provide much larger quantities of cycle parking, often directly in front or alongside. Camden's planners must get up to date with people's needs.
4. This point is not directly related but concerns the convenience of travel from the new station - please pass to the relevant managers. There has always been a separate ticket office or window for the convenience of travelers from the suburban platforms (9-11). Originally it was near the main ticket office and then outside the suburban platforms. I realize that the new booking office will be closer to the suburban platforms, but that doesn't remove the need, which is for a fast-service booking window for simple journeys as the suburban ones usually are. In principle ticket machines should meet the need but in practice they don't because they don't provide the tickets I buy every week (day return from the boundary of Zone 6 to Cambridge). Many other people buy similar tickets and will endure the same problem (a long delay in buying their ticket from the general ticket windows).

The exhibition and the leaflet were disappointing. They provided little insight into the design choices, and none into the planning brief. They did not make plain various things that need to be made plain, such as the shops that are apparently to be attached to one of the LUL shelters. As for the square, it, too, is disappointing. As the



leaflet says, this is a larger open space than Leicester Square. It is an international transport hub. Is this really the best that can be done? For instance: - The zebra striped granite paving is harsh and unwelcoming. Is this really just an enormous pedestrian crossing? The stone benches will probably be unwelcoming, too, even when they have graffiti added. The canopy alongside one of the LUL structures tends to make it even more pronounced. The largest LUL structure is very bulky. In the plan it appears to be even larger than at present. Does it really need to be that tall? Does it need to have shops or offices around the back? The LUL structures could be obscured by suitable planting, which does not need to be deep-rooted. The trees in the plan are a start, but only a very small start. The view from the south east corner of the station to Saint Pancras could become one of the classic views of London, if properly handled. There is insufficient evidence of that in what has been presented so far. The plan does nothing to improve access to the station from the east. This is all the more regrettable when York Way remains a major bus location and provides the first stretch of the Argent development to be implemented.

'Oh dear what a disappointing, unimaginative, boring, uninspiring monstrosity. Instead of this soulless wind tunnel, complete with hidden corners making the area feel unsafe, couldn't we have a genuine public space - a green square with some flowers where people might actually enjoy gathering? What a waste of everyone's time and effort.

'I haven't been able to get to the exhibition, but from the little I can see in the leaflet it looks rather dull and not particularly functional. Stone benches are cold and especially uninviting when wet. It could use more planting, perhaps some landscaping (which could help to divert attention from the unwelcome LU structures), rubbish bins...and if it's really going to be black and white paved (which I don't personally care for), how about incorporating a giant chessboard and pieces? The BL courtyard along the road could provide some inspiration.

'I like the concept of a new public square and it will be great to view the frontage of the station properly. But I don't think the proposed design works well. There does not seem to be a focal point to the square, why not some sort of central feature? Such as a garden, or a fountain, or a statue, or even a circular seating area? Or something reflecting the railway theme of the whole area? The obvious focus of the square is Kings Cross station and the clock tower, but the 'zebra crossing' design' seems at odds with this and indeed to detract from this. I don't like the zebra crossing style design; it does not seem 'restful' in fact the opposite. There do not seem to be many seating areas. Most of the successful London public squares have a focal point, adequate seating / relaxation areas, shops / stalls. The squares and open spaces at Broadgate are in my view outstanding examples of how to do it. I fear that, as planned, the proposed Kings Cross public square will become a place to pass through rather than a place to rest and relax.

'I see very little that is new, cutting edge or even interesting. It all looks like the design team never left the box. If Kings Cross is going to regain its rightful position as one of the centres of London, than a whole new way of looking at public spaces, history and architecture needs to be found. There is no imagination evidenced in the plans. There is no sense that history has evolved organically into modernity leaving a visible link between the two. There is no sense of history; there is no modernity let alone one with the wow factor. Moreover, there is no sense that this a public square for meeting people, saying goodbye, waiting for trains and taking a break. Finally greenery should be at the heart of any public square and the plan shows only a couple of trees (that will soon be dead) there as an afterthought. The only thing that impresses is the conspicuous absence of rubbish, crowds, traffic and street vendors. What a missed opportunity

'1. Designs seem unimaginative. Can we not have a design that rivals the great open spaces of the world? 2. Needs to be linked to much improved pedestrian crossing facilities particularly over Euston Road. Pedestrian links to the station from south (central London) are of extremely poor quality and are a barrier to pedestrian connections to central London. Improve these links and there will be less people trying to cram onto overloaded trains for peak hour journeys of only a stop or two.3. Needs a ban on smoking otherwise it will simply be a large smoking area. Currently the outside of Kings Cross station is full of smokers - a great hazard to other people.4. A water feature would be nice, perhaps mirroring the route of the Fleet river.5. Will look forward to outdoor cafes across the square

'My concerns are summarised as follows (with a bit more detailed explanation below): 1. too hard and uninviting a space 2. No active uses 3. Lack of soft planting 4. no

attempt to screen traffic noise and pollution<sup>5</sup>. Not enough informal seating / comfortable areas. Once the modern additions have been removed, there is a massive space created (50% larger than Leicester Square you have stated.) I see nothing in the design to stop this space becoming a hard, windswept, uninviting space, designed to move people along quickly. There seems to be little thought to the sense of arrival, given that people might be arriving in to London for the first time. Leicester Square is successful because of the vibrant mix of uses fronting on to it. In this instance, you have a hard surfaced area, with only peripheral areas of seating and no apparent active uses. The traffic speeding along the road immediately to the South of the square will be noisy and polluting. Surely, devices to screen this annoyance from the public will make the space more usable (refer to Sheffield City Station and the approaches to and from the Town Centre for possible solutions.) Whilst I appreciate the space is a hard, urban space, I think it is a mistake to make the space a completely hard paved area. It will be cold and uninviting. Similar spaces at Brindley Place in Birmingham have incorporated raised, planted areas. These soften the space and also afford opportunities for informal seating around the edges. Trees are difficult to establish in areas such as this but they can be introduced if carefully managed. There is one small pocket of trees, but surely these can be extended along the Southern boundary to help screen the traffic. I think there is a great opportunity to create a space with life and vitality. I do not think that the current design will provide that. Nick Baker - regular traveller through Kings Cross (2 / 3 times a week.)

This design was meant to deliver an iconic new public space for London - "one of the most exciting urban challenges facing London today" - before my partner even saw the design he said "tell me it isn't just a vast expanse of hard paving and under-lit benches which is all urban landscape designers seem capable of thinking up these days" - and of course that is precisely what has been presented - it lacks any vision and will be a bubble gum littered expanse of hard paving in no time at all. Given I was told at the exhibition that they cannot have more than the four trees or other greenery in large planters because they cannot have water draining onto the surface, then neither will they be able to jet-wash the bubblegum off this expanse of hard paving! And have the planners forgotten that it rains in this country? How will they deal with that drainage? The ventilation towers are to be clad in a dull new cladding - these could have formed two vast columns of cascading water features - still easily accessible for ventilation shaft maintenance, strikingly lit to be real focal points on the square throughout the year - and easily designed so that no water would permeate through to the space below. The number of trees shown on the plan across the road on Euston Road and up York Way are largely not there, and will not be planted, as I oversaw the planting of all the street trees in Kings Cross over the past 7 years, and no more can be planted up York Way due to services beneath the pavements. What appals me is that I was told it was purely artistic license showing these trees - this is entirely misleading the public who looked at the proposals - this should not be allowed, as few people will think to ask this question - they will see the trees and think "oh look at the lovely new trees"! It should be law that any public space is developed in such a way that it includes a high proportion of greening - be it in self contained planters or in the ground - we are living in times when ANY thinking individual KNOWS we have to do everything we can to add to the greening of our planet - to me it is criminal that this is being ignored in such an important space of Central London. And where is the public art? I was told a proposal for a large Henry Moore sculpture was turned down! The striped black and cream paving is harsh and does nothing to compliment the stock brick façade of the station - it is cold, busy, will look dated in no time at all, and on a cold grey November through March day will be utterly uninviting. This has to be the MOST disappointing scheme that could have been produced - criminally ungreen, absolutely no vision, certainly NOT iconic and does nothing to enhance the simple elegant beauty of the façade of the station. Honestly, a group of school kids could have come up with something more exciting! I dread to think how much of our taxes have been wasted in this process to date... PLEASE THINK AGAIN!

'As a local resident I've been looking forward to seeing the results of the international competition for the design of this square. I was expecting something really exciting. Also, living very close, with the square at the end of my street I was concerned that it might have a detrimental effect on the area. The exhibition where you displayed your plans coincided with a holiday so I have to rely on what I can see on the web and your leaflet which I have down-loaded. I am very disappointed. There is really very little of interest in your design. No art, no water feature, no changes in level, not even any café tables. Go look at the open space in front of the British Library if you want ideas for what can be done. And where are the bike racks??? The local streets, south of Euston Road, are already host to 2 large Boris bike racks with another due to be installed very soon, all used by users of the 2 stations. Surely these bike racks should, instead, be on the edges of this new square!!!!!! I write now as an individual. I am the Secretary of the Friends of Argyle Square and once I have had a chance to speak to other committee members I will write again in that capacity.

'As your exhibition coincided with a holiday, I was not able to see for myself the plans so have to rely on your website pictures and an amateur video taken by someone who was at the exhibition. Is the model available anywhere (perhaps in the German Gym) on permanent display? Living close to the square, I was hoping that the removal of the dreadful 60s rubbish would enable an imaginative and attractive design to be implemented in an area which can do with all the help it can get and which would do justice to the grade one listed buildings of Kings Cross & St. Pancras. But no – you seem to have gone for a low cost concrete prairie landscape with no attractive features and nothing to enable the visitor to experience the “Wow” factor on arrival at this major transport interchange in our glorious capital city. I had understood that there was an international competition for the design of this square and was expecting something really exciting. The winning entry must have been submitted by a firm whose main business is laying out car parks! I see that on your website, you have shown 4 trees on the west side of the square. Are these real or are they figments of the architect’s imagination (as are presumably all the other trees on the model itself)? Please will you confirm which of the trees will be planted and which are architect’s lies? Surely some more greenery would be welcomed in this very urban section of London, perhaps with planting to attract wildlife, such as bees. I’ve recently returned from Strasbourg where the main station has a large open space in front, some of which is grassed over (raised lawns about 60cms high which have evidently been laid on top of the hard surface). I also note that you have shown all the pig-pen railings removed at the pavement edge and bollards at the boundary of what is, presumably, your property. Is this really going to happen – has Camden /TfL approved the removal of the railings? Or will we be left with a double boundary of bollards and railings to trap passing pedestrians into the small pavement area? There is no art, no features of any kind, other than those already existing, no changes in level, not even any café tables. And where are the bike racks? The local streets, south of Euston Road, are already host to 2 large Boris bike racks with another due to be installed very soon, all used by users of the 2 stations. Surely these bike racks should, instead, be on the edges of this new square! I shall tick the box asking to be kept informed so would appreciate an email answering the six questions I have raised in this comment.

'Bland. unfriendly, Neo-60's. . Where is the "world class exemplar design"? Where is the architecture fit of "one of London's most high profile public realm projects"? Obviously, given its daily passenger count, this space needs to be practical and functional but can anyone really highlight the major differences here other than what it would look like anyway if you just "lifted the frontage off". There aren't. Dare I say it, but it will be basically look like Croydon high street. there are a many other public squares and spaces fast becoming as bland as this... need I list Canada Square, the redevelopment's of Oxford-Bond-Regent Sts, Exhibition Road and Sloane Square, Straford, the new Shepherds Bush station - Westfield public space. I don't see the difference between them and this. Where is a fitting memorial in a new public space to all who've lost their lives here? Where is the public art? A fountain or something decorative? Where are the TREES? Please, please re-think this, for the sake of Londoners and the station.

The square is very open to the busy Euston rd and therefore very unwelcoming and hard. There is not enough greenery and I believe that this would be helped by a row of trees bordering the Euston rd which would give a border to the square.

'It fails to take the opportunity to improve the facilities for buses stopping at the front of the station or taxis setting down in York Way. In both cases the stopped vehicles (or worse, the vehicles moving in and out of the flow of traffic) are a hazard and obstruction to other road users. I've cycled this stretch of road every work day for 10 years and have consistently found it the hardest section of Euston Road to navigate safely. I’m disappointed that there's no provision for improving the sustainability of the area, such as green roofs or solar panels on the two LU substations.

'I think in general the plan looks good - BUT! There’s not enough greenery! It needs more trees. Tree-lined roads instead of being noisy messy smelly thoroughfares are transformed into pleasant boulevards. A line of young oaks surrounding the square would block off the noisy dirty Euston Road and make it a far more pleasant experience, especially as they mature over the years. It would also stop it being too "concrete-y" which is a problem with a lot of new developments - think about the depressing grey-concrete nature of the square at Euston!

'In a time that cycling is on a rise in London I'm disappointed that there is no provision for cycle parking at the station.

'The current design is dull, it will not be a place to linger in, merely to pass through. Such an important square requires far more attention to detail. More greenery should be included to encourage people to linger. A water feature should be included to animate the square and provide entertainment for children in the summer. Some kind of art or sculpture representing the history of rail travel should added to provide more interest. All in all, a long way to go before it becomes a destination rather than merely a place to pass through.

It is going to be great

I think the project is very exciting. It will be great to see the façade and have the tatty outlets removed from the road view. The new concourse looks very interesting, I am sure we will look at it in March 2012 with pleasure.

Excellent, please keep the new space under the new roof uncluttered - the roof deserves to be seen, avoid the temptation to fill with shops!

Not sure that you have thought through the bus congestion. Buses to the station are too many

Expect contact from a German student doing his thesis on the regeneration of the King's Cross area.

The LUL lift at the front is always dirty - please clean it

The sq will make life hell for rail passengers, the new access to platforms 1-6 is totally inadequate.

'Very unimaginative, lacking in excitement and vision....boring. You have yourself said this is a vital site and focus for the area, so where are the ideas to match? For God's sake what have you been doing since 2008? Is this the best British designers can do to impress hundreds of thousands of visitors to the area, particularly from the continent, who seem to do these things so much better than us. Shame on you. Please reconsider.

'I've now consulted the other committee members and here is our joint response: Argyle Square is perhaps the nearest open space to King's X Square, just one block away. Hence we are very interested in the plans for King's X Square. We want them to enhance the area. However we are disappointed in the plans, which contain little of any interest. No art, no water feature, no changes in level, not even any café tables. Recently nearby Byng Place has been "renewed" and, even with a few chairs it is more of a concrete wasteland than somewhere people might want to stop. In contrast see the space in front of British Library – we had hoped King's X Square might be more like this. Three particular points: 1. Art We do realise that modern art can be a personal taste thing. Perhaps a changing exhibit could be arranged? Something like the fourth plinth in Trafalgar Square? 2. Trees The model contains dozens of trees, but we understand these are a blatant lie. There seems to be a convention with architects drawings and models that trees can be scattered around to make the design look good even when there is no intention to plant the trees. We understand that, in this case, the trees are a physical impossibility due to the tunnels below the surface. Can you please, a) tell us which of the trees will actually be planted and - assuming it's not all of them - b) justify the presence of the spurious trees on the model? 3. Bikes Why are there no Boris bike stands shown in your design? They are desperately needed and this is an ideal space for them. The local streets, south of Euston Road, are already host to 2 large Boris bike racks with another due to be installed very soon, all serving the users of the two stations. To satisfy the huge demand these stands are now manually repeatedly restocked from a local store during the rush hour. The place for these stands is at the station not cluttering up our local streets. Unlike conventional bike racks the Boris stands are neat and tidy and modern-looking. I have heard them described as "sculpture". Visually they will fit very well in King's X Square. On a more positive note, one of the world's best designers for public spaces, Thomas Heatherwick, has his studio meters from the Square. He has undertaken many acclaimed spaces like this, both in private and public sector, and would be perfect for an artistic contribution that really would add rather than detract. It would be good if he could be involved in the design of this square.

I am a Sunderland supporter, it should be red and white, not black and white.

'One extra point: Open Space is this large area of open hard standing intended to be used as an event space? Like Trafalgar Square? If so we will not be happy if the events are noisy, or alcoholic, or attract large crowds. This area is heavily residential and inappropriate for that type of event.

Congratulations for sorting out the horrible kings x mess. One point, why is the new glass porch cutting across the arches? Surely it would be better higher above the arches?

All I see is grey... What happened in the summer? Do you think the people will want to sit in the sun all the time? Where are the trees

Why the stripes on the piazza? It messes up an otherwise brilliant development

It looks great but it would be nice to have more greenery. And I don't mean a big green canopy.

I am surprised that the opportunity has not been taken to widen Euston rd outside the station to allow the many buses stopping at KX to park out of the traffic flow. Apart from this the square looks good.

Concerned re entrance on eastern range - bad news for east side residents. Front Sq - can we get in and out?

The Square looks OK. There needs to be better provision of buses. Are buses to use York Way or Pancras Way? Interchange is paramount. Interchange with Thameslink is bad. Who closed Pentonville Rd platforms?

Good design - unfortunately it will lead to higher than required ticket prices to fill the gaps of already greedy shareholders.

'I can neither support nor condemn. Consultations are properly between two or more options if you really want to know what people think. The proposed design for the square is not objectionable, but you have missed a great opportunity for an imaginative and user-friendly design. No trees? No planting? No public art (the space would lend itself to a large sculpture, and I don't mean a piece of kitsch like the St Pancras Snoggers, but something modern and dynamic)? I fear the proposed design is bland and featureless, and will either be a windswept space for people to hurry across or will get filled up with kiosks and other bits of 'retail opportunity'. I have a long-term involvement in KX planning issues and know there are some structural constraints, but this design really does little to enhance our neighborhood. Sorry, this is not what we have been waiting for.

nice expansion plans, costly, v. ambitious

There are very few trees on this enormous sq. 100reds of people meeting an no waiting there with no shade. It looks so bare!

Pre planning application King's Cross Square consultation.

KCCP is very grateful for the opportunity to comment on the plans for the new King's Cross Square prior to Network Rail finalising the planning application for this development. About KCCP: We are a charitable trust working to support the improvement of the environment and public amenity in the area within a half mile radius of the perimeter of King's Cross Station. King's Cross is often described as a fractured community, partly because it is split between the London boroughs of Camden and Islington and as historically it has faced so many major infrastructure projects within its boundaries. These have resulted in physical splits being created including the

Regent's Canal, King's Cross, St Pancras and Euston Stations and the A501 ring road.

This area is of strategic importance as it combines substantial opportunity with significant disadvantage. The high density resident population is characterised by low skills and high unemployment. Several wards in Camden and Islington are in the 10% most deprived nationally. According to the latest National Indices of Deprivation published by the Government in 2010, there are 37 'super output areas' that make up King's Cross. Of the 37 areas of KX, 34 fall into the top 10% most deprived on the basis of air quality and road traffic accidents. 33 are in the top 10% most deprived on the basis of household overcrowding, homelessness and ability to afford owner occupation and 10 falls into the top 10% on the basis of low income.

Areas of Kings Cross fall into the top 10% most deprived in the country for crime, employment, health & disability, housing & services, income, outdoor & indoor living environment and wider barriers. Opportunities, expectations& engagement KCCP has always supported restoration of the original façade at the south end of the station and Network Rail is to be applauded for fulfilling this as part of the current station refurbishment.

Helping to build our community KX, Further, Network Rail are to be highly praised, in conjunction with LB Camden, LB Islington, Transport for London, Design for London, the Royal Institute of British Architects, John McAslan, and Partners and Malcolm Reading Consultants, for launching the international competition that was intended to shape the way the newly acquired public space would be designed. Network Rail identified a huge opportunity for commuters and the local community in creating "one of the great public spaces in London".

A huge section of our community had felt closed out of King's Cross Station as a result of the refurbishment resulting in the loss of any north eastern access to the station. A high profile campaign with overwhelming support pressed Network Rail to seek funding for a bridge immediately at the rear of the station to complete the east-west pedestrian and cycle link from The Angel to Marylebone avoiding the notorious A501 ring road. The campaign has so far not been successful. It was in this context that the local community felt renewed excitement for the station refurbishment when the design competition for the Square was announced in 2008. There then followed three years of speculation about what was happening with the design, including concern that no-one appeared to be engaging with the local community during the design process.

The plans KCCP was shocked to see the plans as revealed during the recent consultation exercise that took place in the Station. The design being shown could in no way be said to be an "exemplar". If it is to be "one of London's most high profile public realm projects" then the public will be sorely disappointed. Although we welcome the new space being created, we cannot support the current drab, unimaginative design.

1. Urban green space and seating. We view provision of green space in KX as essential to combat our current national low ranking for access to such amenities. The plans provide for four new trees and the removal of one mature tree. Removal if this existing tree should be avoided at all costs. Further work needs to be done to provide green areas, shrubbery to encourage urban wildlife as part of the KX Green Corridor and more trees. We understand that the space has limitations given the nature of tunnels below. However, there is no reason to avoid inclusion of raised beds, greenwalls, green roofs and imaginative planting to increase the amount of green space and potential air quality improvement.

The seating looks to be concrete and rather unwelcoming. We'd like to see seating combined with raised green spaces, similar to that at Spitalfields Market. 2. Identity There is no attempt to give the new space its own identity other than it being the exit from the new station. We strongly urge that, given the history of the station, the space become a peace garden. We see commemoration of those that have died in the terrible tragedies at KX and the vision of peace, similar to that expressed by the OneLondon campaign following the 7/7 bombings, as a huge opportunity.

3. Public art We support the call from kingscrossenvironment.com for a fifth plinth providing a dynamic site for public art, inking the Square with the University of the Arts' new setting behind the station. 4. Pedestrians and cyclists We welcome removal of all the barriers and sheep pens around the pedestrian crossings at the edges of the new square. However, we are disappointed that there appear to be no provision for cyclist bays and no new TfL cycle bays.

5. Water features We had hoped that water would feature in the new square providing a relaxing and calming effect in an otherwise hectic environment. We do understand the limitations on this due to tunnels below ground level. However, water features do not necessarily have to be deep, neither to they need use a great deal of water. For example, there is no reason that the walls of the ventilation shafts should not become backlit waterfalls, recycling the relatively small amount of water they would each require.

6. Paving The striped design of the paving appears to us as harsh and unwelcoming. Surely something softer would be more appropriate.

The way forward We would like to see Network Rail engage with the community to redesign the square as there is hardly anything worthy of being retained in the current design. We would be very willing indeed to work with Network Rail on this assisting with a fast participative process that would result in greater buy-in and a better result.

'We think that it is a world class design for a high profile public realm project. The creation of this great public space in London provide the opportunity for many jobs (under Section 106) for this highly dense, deprived / unemployed residential "population" within this surrounded area, of Camden borough. Because, this 7,000 sq.m public space will be in the future used by hundred of thousands of people everyday security and resilience within all the design of the development should be incorporated "Designing for Counter Terrorism" included the new concourse and the new restored roof at King's Cross Station. Hopefully, the new concourse and the restored roof at King's Cross Station together with new offices, passenger lounge & other facilities will be completed and open in time for the 2012 Olympics, in the restored Victorian building otherwise, an interim treatment will have to be in place for next year in this site of king's Cross Central. Thank you for your consideration to these comments.

1. Smoking - The new exit will deliver large numbers of passengers directly into the square. At a guess, 1/3rd may want to light up before entering the tube system or getting a cab. I believe the area under the new glass canopies could become congested with smokers - worse than under the existing green canopy as everyone will be exiting the station at this point. This area in future will be the only walk through to the transport interchange for all those who live and work on the Islington side of King's Cross, hence the concern. What have the architects done to minimise the harm and unpleasant effects of 100's of passengers all wanting a fag in the same place?

2 Seating - a potential problem? I believe there are risks of anti-social behavior by having seats. From people with alcohol problems to 100's of footy fans, any seating area could become a magnet for trouble which the police teams may struggle to deal with. Have the police team responsible for the public space confirmed: a) they are resourced to deal with antisocial behavior and b) they are confident that the area will be free from intimating or antisocial behaviour - especially at night. Is street drinking in the area to be banned, controlled or allowed?

3. Litter and cleaning - Please confirm which agency will have responsibility for cleaning and what the service level will be - pavement wash-downs, litter bins or no litter bins, gum removal etc. Are you resourced for continuous cleaning of an area where people will be eating fast food etc. Will we see a permanent presence?

Also some other points: York Way drop off point. Please advise what happens to the Taxi dropping off point in York Way. We would wish this to no longer be a dropping off point to minimise congestion. If this is the case, this will require new signage, enforcing and a communication to taxi drivers. Is Network Rail leading the change here as part of the revised Taxi arrangements?

Tube entrance - Does the current tube entrance structure next to the news stand get re-built or does it stay and get integrated into the new square? We ask as TFL have said the current structures were to be replaced with something less 'temporary' looking.

Crossing points - The pedestrian crossing points show straight across crossings - unlike the current 'pen' crossings at both St Pancras Rd and York Way. Is this part of the public square work and can you confirm this is happening.

Greenery The lack of greenery is very disappointing.

I wrote a short blog post about on a plinth for a rotating display public art in the new Kings Cross Square. <http://www.kingscrossenvironment.com/2011/07/kings-cross-square-public-art-a-fifth-plinth.html> A bit like the fourth plinth in Trafalgar Square, but less expensive. It could showcase art from destinations on the ECML, local students from CSM and local people. The proposal seems to have garnered some support amongst the 500 or so people who see the site every day. And I wondered how we could get this formally on your radar and try to take it forward as part of your plan. The cost for you would be marginal. The general vibes we get are that NR is also a little underwhelmed by the Square, so I wonder if for once we could work together to make something better. The comments about the news stand are also germane. How can we proceed? cheers

How will the square be made suitable for people who are blind or partially sighted? And people who have limited mobility? Info about the platforms on which trains are due to depart outside the crush of the main concourse as well as here would help, especially for trains that may leave on any platform 0-11. How about info on how to get this form in an accessible format?

I left some brief comments via the flyer on your stand, but I've been thinking more about it and, while I think the plans look good, I do think the public space looks very stark and a bit unfriendly. While it's good to have lots of seating space, I would like to see it made greener. I appreciate the issues around maintenance etc but it can be done very well, eg, have a look at Regents Place further west on Euston Road - beautiful use of tress and lawn in a simple way to break up the space and create interest.

set the canopy above the arches so not to impose the elegant architecture. Steel gurdurs look too heavy and obtrusive. How will the glass be kept clean? Sit on a beanch of solid stone - not me! The concourse inside the station is so often overcrowded - will that space be enlarged?

Very excited about revealing the façade. The shelter along the façade cuts right across the lower arches - could it not be sloping in-between the upper and lower arches? I don't like the black/white striped concourse - could I put in a vote for plain with a sculpture or trees?

Stripe-pattern paving is aggressive and hostile. Only a strip along the frontage line is necessary to direct exiting passengers towards the Tube entrance. Lighting pylons are a horrible shape - remove the taper and make slimmer. LUL 'totem' signs should be more prominently located as seen from east.

I suggest there is a significant amount of space in the square to allow people with luggage to wait around, often people will be waiting for friends /family or just passing. At the moment there is not enough shelter from rainy or cold weather of which we have quite a lot in this country.

I would recommend the paving is adjusted to have a more calming feeling of the square - The stripes feel too busy and add to the sense of clutter. The lines also encourage people to walk into what will be the exit of the main station because they point that way and subconsciously influence the walking direction.

To solve the problem of the difficult to find entrance to the station I suggest trees are used, leading pedestrians to the entrance. Another solution could be to use three dimensional signs of tall poles. These could possible be a circular doughnut shape with the pole passing through the hole in the middle.

I would like to see a water feature to add a sense of calm and mask the traffic noise. Would like to see a statue commemorating the engineers and history of the railway. I would like to see some way of reducing the noise and distress from the very busy main road. There needs to be a sense that we are moving from one form of transport (car) to another more relaxing one (train).

It's a fair step from the front entrance to the taxis in the rain

I am grateful that the consultation for the above has been extended until today, 18th August, 2011. I am writing as a resident living very close to KC Station. I am impressed by the way you are making many of the station's past architectural features once more visible. I visited your exhibition in KCS on its last day. I am delighted that the graceful station facade will once more be visible and thank you for this. I understand the reason for the canopy but still think that it ruins the simplicity of the facade. It's there, I know, because of the exit for the passengers. It seems that the principle of only having ticketed passengers inside the body f the station has caused this problem. I do not think the canopy is adequate to solve a movement problem, particularly a people have to walk in the same direction in order to either get into the station or out of it. I realise the original design of the station has caused you to make this decision and the fact that you have decided to have no exit on the east side due to possibility of very long trains in the future. But if you think of Liverpool Street or St Pancras Stations people there can move in all directions and do. I realise this will not be the case at King's Cross and I tremble at the prospect. I am disappointed with the overall design of the proposed square. I understand your problems re the tunnels underneath and the limited space available. This is a square that will be here for decades and I concur with the King's Cross Community Projects in suggesting that we need some sort of green space for the reasons they give in their letter addressed to Ian Fry of 14th August. I agree with them that the one mature tree should not be removed. In addition I would have thought that more trees could be planted using raised containers. I also agree with KCCP's ideas that there should be a shrubbery to



encourage urban wildlife as part of the KX Corridor, and that seating could be combined with green spaces. At the moment the spacing of the seating looks uninviting. The suggestion by KCCP that this space could become a 'peace garden' is very in keeping with that has happened recently in the past both in the station fire and in the 7/7 bombing. The idea of a fifth plinth is brilliant as it will not need a vast sum of money to create. And I like the idea of the ventilation shafts being used as backlit waterfalls, 'recycling the relatively small amount of water they would each require.' With regard to the paving the present suggested harsh striped effect seems out of keeping. I like Anne Howeson's idea (local artist). She has suggested that 'granite would be a good choice for this as more muted grey/stone colours could be used, closer in tone (as in Italian Squares) to compliment the yellowish station facade.' Granite is also very durable. The square at King's Cross should be a place of choice because of its originality for people to meet, not just a square to pass the time before moving on. All good wishes.

Separate matter - telephone enquiry spoken or automatic, system is dire. Information misunderstands words to a ludicrous extent and spoken from India is incomprehensible.

I am pleased that King's Cross is being restored to its original open design. The shops along the front have been an eyesore for much too long. I used to come train spotting here in the early 50's when I was about 5 years old. Oh happy days! Where are those disused tunnels? RSVP.

'The sooner the better, please! Looks very good. And when is all that sheeting coming down from the roof of the station, please?

'I have the leaflet. It is not at all clear whether or not the new design improves traffic or passengers conditions for the buses. I'm not very likely to enter the new square. My route to King's Cross is via HS1 from Stratford International, so my main interest is the opening date of the new footbridge.

'More trees lining the roads to create a boulevard effect in years to come and enhance the environment to extend corridors of trees for wildlife through the city and encourage a greater diversity of birds. Use peregrines to deter pigeons. Paint children's games on the square, hopscotch. Chess/draughts. Commit space for art works. Sculptures. Transport exhibitions. Steam Engine. Pullman carriage cafe/restaurant in main retail area. Area for performing arts. Banksy art/graffiti on Underground buildings instead of advertising or run a competition for artwork with a transport heritage theme to display on the Underground buildings. Cover the Underground "blue box" in a tunnel to replicate the arches of the main building which the public could walk through, use as a shelter in bad weather and have artwork on the walls, inside and out. Have some way to show King's Cross is the station gateway to the North and Scotland's capital, Edinburgh.

'The square looks very empty. Is it intended that people will just hurry through it? Won't it become a haunt of newspaper distributors and rough sleepers? Is anything being done to improve the bus interchange? The street frontage to Euston Road is not long enough to accommodate all of the buses stopping outside King's Cross.

'I support the plans for the new public square. But the designs of the square are NOT imaginative enough and do not have enough greenery/trees. This is a key area used by many people every day, to travel through, to meet people, and it's the first view of the capital from those arriving from the north. The proposed plans for the square are really unimaginative, huge expanses of paving that add nothing to the character or the amenity of the area, and which will just become a windswept expanse of paving strewn with rubbish. There's also a lack of green features - just 4 trees, in a space that is crying out for more greenery next to the gridlocked polluted road junctions of King's Cross. More sculptures and more greenery are needed to transform this space into somewhere where people want to stop and meet others, to make it better than just an expanse of paving surrounded by traffic jams, and to improve the area, make it pedestrian-friendly and pleasant.

'Generally the plans are very good. Keeping the square as an open space is essential for its full benefit to be realised. Please do not put any retail outlets in or on the square as this would reduce its positive impact on the area. For example, a number of retail and food/drink outlets have been put on the exterior forecourt of Euston station over the years and this has left the area looking cluttered and very hard to appreciate the surrounding architecture as intended. It may be nice to extend a line of trees along the edge of Euston road all the way to the junction with York Way (as shown in some of your illustrations, but not all:

[http://www.networkrail.co.uk/images/london-route/project-page/kings-cross/gallery/6293\\_KingsCross\\_aerial\\_large.jpg](http://www.networkrail.co.uk/images/london-route/project-page/kings-cross/gallery/6293_KingsCross_aerial_large.jpg)) This would increase the sense of an enclosed square when standing within the space. Maybe a small water feature like the one at More London near London Bridge would be a good way to add a sense of tranquility to an otherwise busy area (<http://www.urbandesigncompendium.co.uk/public/images/morelondon2.JPG>) Thanks for listening!

'Little or no shade from sun or shelter from the rain. Whilst the canopy at the front of the station is there, which would hopefully shelter people from the rain, I'd have concerns if it's wide enough to allow enough people to be sheltered without the area covered. Also it wouldn't be nice if people hung around outside there smoking whilst it rained just because it protected them from the rain. I hope you've planned the canopy well, in such that it wouldn't cause any problems by perhaps collecting rain on-top of it instead of perhaps draining it away carefully or something like that. Still, it does look appealing, and will also help to show-off St Pancras too! :)

'The design needs a complete re-think. The designs that were on show look like a giant pavement - we were hoping for something exciting, something green, perhaps a water feature, art, anything. Instead there is nothing of any interest. It is a real opportunity wasted. I am very much behind the re-development of the space and was hoping for something that would make it a pleasant place to arrive. Perhaps like the British Library with seating, different areas, a feeling of peace on a busy road or a water feature such as Hammersmith council put in or Brixton outside the Ritzy. Instead we have a large paved area. This is as disappointing as the area by Malet place UCL that had potential and then became a very wide pavement with a few wooden chairs, and now is hardly used. Shouldn't there be Boris bikes available here too? Please let's see an avenue of trees, a water feature, anything to add to this area and make it better. I am so disappointed with your vision. Please reconsider. Surely this cannot be the best an international competition had to offer?

Please have more trees, bushes, flowers. I am bringing up a child in one of the most polluted areas of the country and the area is so lacking in green space. It would be so nice to live somewhere that looked nice and had cleaner air. This is a chance to have that so please make it a priority. The design of the square is empty and reminds me of my recent visit to Tiananmen square. This is not what we want to create, a barren wasteland. Let's make it somewhere people want to respect by making it attractive and peaceful. Everyone will benefit from having a pleasant place to sit, rest, eat, chat, wait. After planting the tree by the station to commemorate the dead I hope it will remain and others will be added to it. This is so important for residents as well as tourists and commuters. Children need to be able to breathe so please listen.

You can feel the vibration under your feet while waiting for the bus - people need more space to move around and I hope your square will give space. Composite images would have added to the value of the exhibition. Do you intend to have a mailing list to keep people like me informed? I only have post though, no email? A newsletter should be mailed out.

I'm concerned about not having trees in such a big space. Other than that it is very nice

Good design but lacking trees

The flow of people traffic should be well forecast, the bollards should be robust enough to keep out any motor vehicles. There should be no loose gravel anywhere - tree planting should be minimal

Very elegant pavilion, but where are the trees? So much space and it is hot in the sun

Important to have plenty of trees

Looks good, can we have some independent shops?

Please consider widening the westbound lane of Marylebone road so that it does not need to merge into one lane

Please don't allow it to degenerate at a later stage by putting catering kiosks etc around it as at Euston. Could it be used from time to time as a performance area?

Please can there be more trees and greenery please ensure the trees are large to match the grandeur of the station what species are you planning to plant. Thanks. & need clear signage!

1 the bridge across the platforms does not look wide enough. 2 there needs to be a large area for secure bicycle parking so commuters can leave their bicycles overnight to ride to work again in the morning. Secure storage for puncture repair kits and bike pumps etc would also be helpful. 3 pedestrian crossing of Euston rd to St Pancras above ground should be made easier. The whole area from York rd to the west end of Camden town hall should be raised pedestrian crossing by pedestrians over the whole length of every motorised traffic cycle. Subways are nasty, feel unsafe and get too crowded.

I would like to see more trees to soften this harsh urban space and ideally an attractive (i.e. not plain concrete) fountain as a centrepiece to the square there will be extensive air pollution from traffic due to traffic light and queuing vehicles on Euston rd and this would help overcome that.

Excellent proposals please add link through to the canal with signage. Plus trees and shrubs

Looks great esp. highlight original features. Love John Betjeman feature at St P - can we do similar at KX?

wonderful - oasis in busy area. Lots of seating and eating with outdoors seating please. And toilets at ground level. Green planting would also be good. Can't wait.

Having lived in this area since the 80's - just interested in the effects it will have on local people

Please contact to arrange viewing - Mrs. Hawkes is in a wheelchair and the model was too high

It is an excellent idea, and keeping it as suggested would be great. A few small trees perhaps at the edge?

Disabled facilities not shown, i.e. better lifts. Better access for guide dogs who cannot be lifted up at present. Lift access almost impossible at weekends of late evening. Where are road crossings shown coming out of front entrance?

'More trees and plants are needed. It's a great design and looks like it would be easy to maintain. But it needs more green.

'I feel that not enough effort has been made to incorporate green space into this design. With the ever increasing problem when we get heavy rain, of flash flooding, I think it would be prudent to ensure that there is at least some grassed areas included here and a bit more personality given to the space given how well the redevelopment of the hotel and St Pancras has gone it seems a shame not to make more effort here.

'I would have preferred to have seen more greenery and, perhaps, water features in the new square.

'It seems rather barren. A little children's play area, seating all in durable materials wouldn't go amiss. A water feature perhaps and a few trees.

'I am writing on behalf of Camden Cycling campaign, the Camden branch of London Cycling Campaign. It is essential that the new square should contain cycle parking. The proposed cycle station north of the German Gym is too far away and is unlikely to be built until 2015 or later.

'There needs to be sufficient convenient and secure cycle parking. The current inadequate provision is being used by at least twice as many cyclists as its intended capacity, and many more people probably would cycle if it were easier to find parking. It is also extremely inconvenient to get to, requiring you to park at the back of platform 0, then go back through the ticket barriers and run to another platform to catch your train.

'It's a vast improvement without the green canopy and great that the facade of the station will be on show. However, it seems that an opportunity is being missed for a feature in front of the station. Even with the striped lines and lights the area seems a bit grey and unexciting. Would be good to see some public art in the space and this would contribute to the overall improvement of Kings Cross.

'I am a disabled traveler (I walk with a single crutch); currently the most difficult challenge I face when arriving at Kings Cross is arranging for a driver to collect me from a designated point. Having reviewed the proposal displayed recently on the station concourse, I'm concerned that the ability to specify a meeting point for a pre-booked taxi to pick me up at the station is going to be a challenge. It's currently very difficult, but I hoped that with the re-design things would be improved. I can't physically walk to the Gymnasium by St Pancras from the platform (as was suggested by your representative at the exhibition - its beyond my walking capability, and I don't want to have to rely on the pre-arranged mobility assistance for my daily journey into London. I tried that in the past and it was problematic. Your rep at the exhibition was keen to point out your DDA compliance, but I explained DDA compliance isn't the same as being disabled friendly. I would appreciate your thoughts on how pre-arranged pick up points for disabled travelers could be addressed.

The structure of the underground is out of keeping. It should be in a related design and material with the station frontage and all the other entrances

can entrance to underground be more stylish?

'There should be plenty of space for people to sit in around the outside of the square. Good evening lighting is needed to keep it feeling pleasant. I have one specific request, which is that the ventilation unit at the Pancras Road end of the square should have a proper roof covering installed, as it currently looks poorly unfinished.

The model and explanation given by the person was most interesting and exciting, it all looks very good and well thought out

Absolutely fantastic, really great modern design that brings the best out in terms of the station heritage - this part of London needs this

Love it!!

A welcome improvement to the station, too long this has been a tired facility that does not do justice to the area.

Great to see the original front façade again

Looks great as if its planned

Good idea - Overdue

Will be a great way of showing off the original archways to all the millions of people passing through. Will also create an area where people can wait for their trains in a lot nice surroundings

Look fabulous - really looking forward to seeing the big changes

I'm delighted that the 2 huge arches will be on full view such stunning bridgework.

This is long overdue, anything to lighten up the area and improve the waiting section can only be good. Putting this to the side under a curved glazed roof is good.

no, other than it will be much improved

it will look very nice

I love the new plans! Great ideas to collect both water and solar for energy. I look forward to coming back and seeing this completed.

excellent, long overdue

I fully support the creation of an open area and the revealing of the original kings cross. It will compliment the fantastic job done at St Pancras and make the station more user friendly.

great idea

no

Good to have an open space to allow free movement of passengers and create a more welcoming environment/meeting place.

I have seen the model of the new kings cross and I think this will be best thing that has happened to the area for a long time as I come from the north east of England I will be looking forward to seeing the new kings x

I enjoy the juxtaposition of the old Victorian with the practicality of the modern architecture. I hope the old architecture is not overlooked but it seems to me that it is incorporated nicely with the new design.

The design is brilliant I look forward to its completion it would have been helpful if this form would have included a map of the development.

I think you're doing a great job I'm excited about all the plans for the area

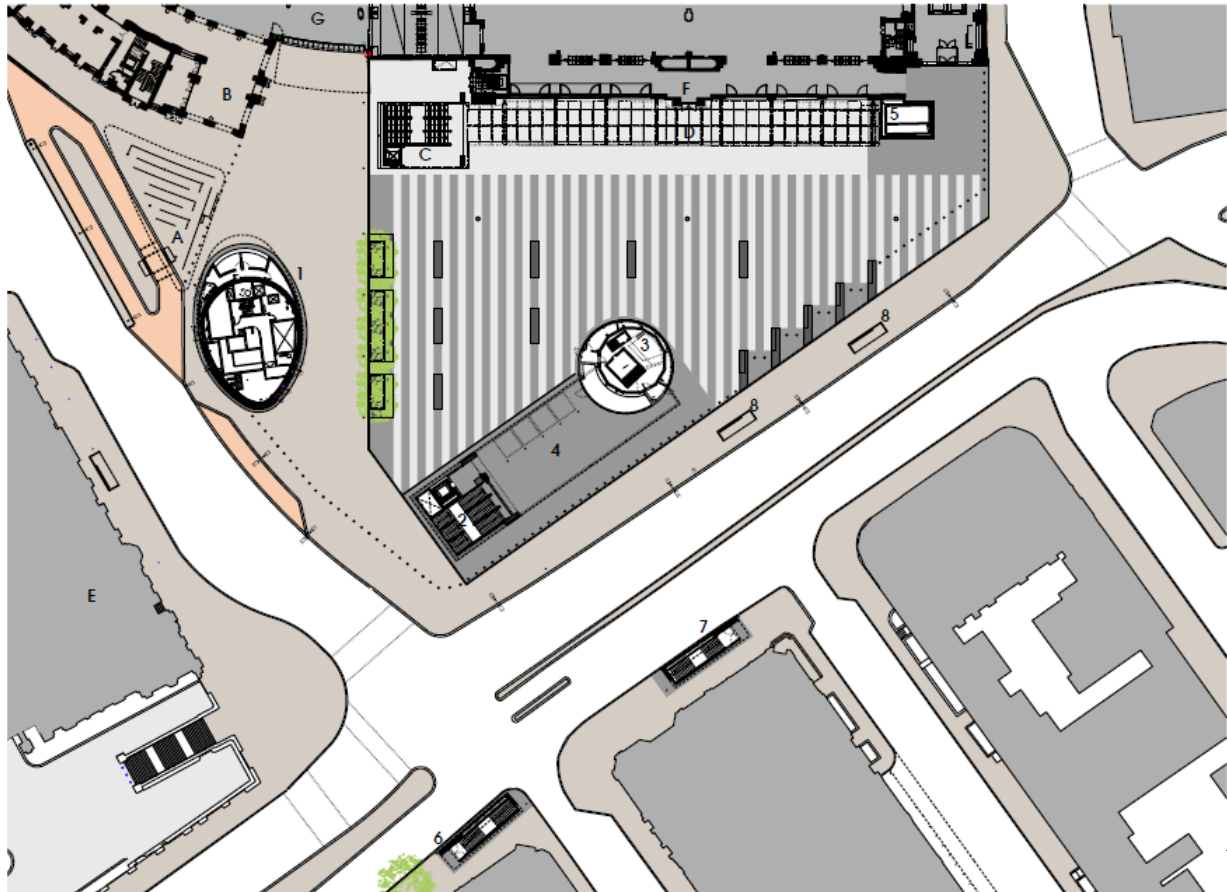
Good to see the original structure opened up. Current station a mess and inadequate for the number of users

Big, bold and beautiful, a fitting gateway to the UK



12. APPENDIX D - Changes made to the design as a consequence of public consultation

Design prior to Public Consultation



Design Incorporating amendments following Public Consultation

