

Network Rail

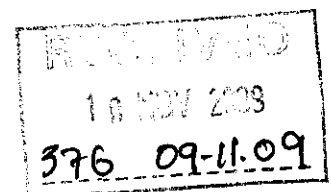
**King's Cross Station
Redevelopment
Programme
Package 6 Public
Realm Works**

Planning and
Listed Buildings
Application

Phase 1 External Works

Job No 123345 -63
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Works

October 2009

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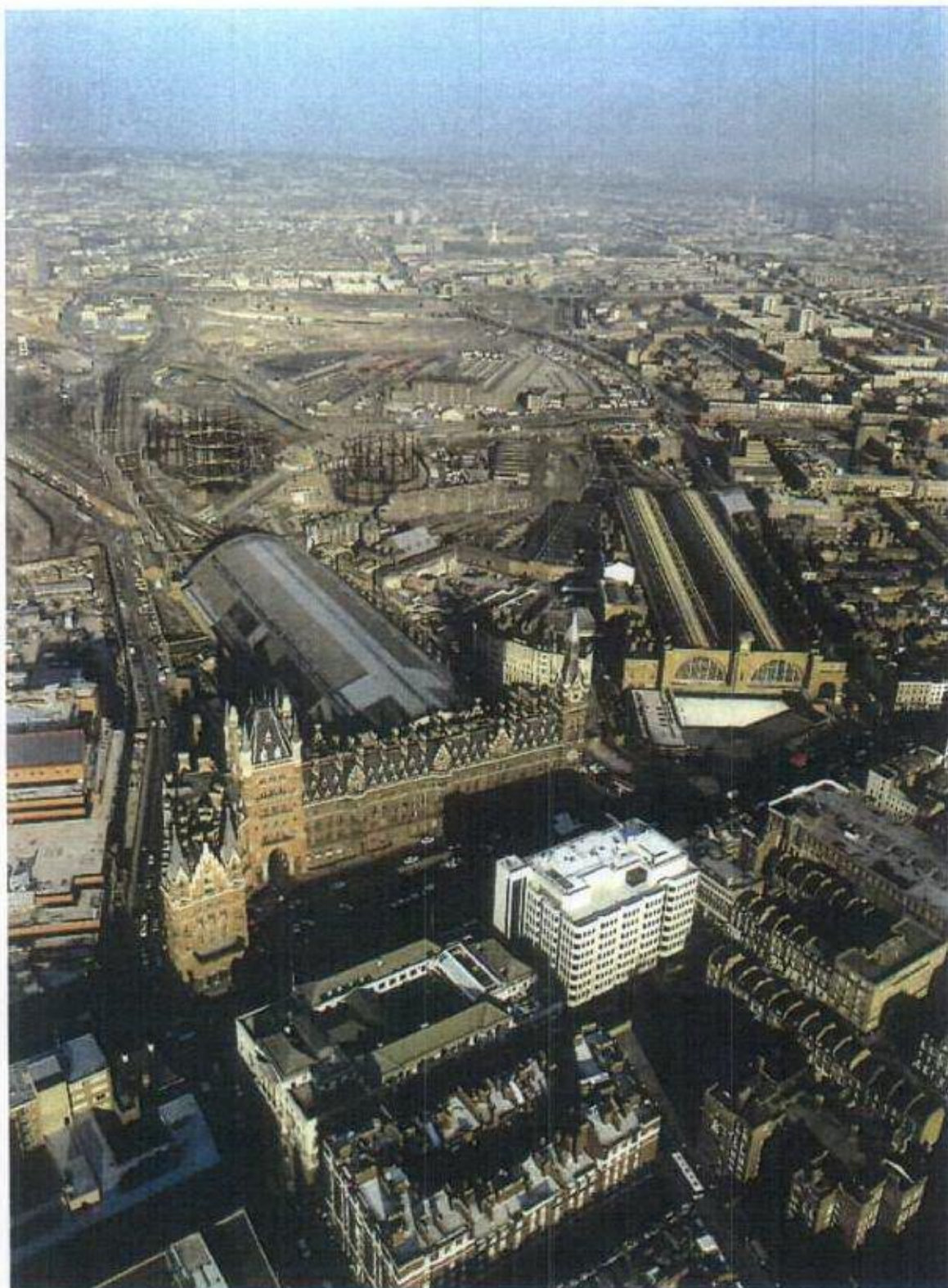
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Contents



01. Introduction

02. Executive Summary

03. Historical Context

04. Wider Context

**05. Site Heritage, Viewing Corridors
& Urban Grain**

06. Transport

07. Security

08. Urban Context Appraisal

09. Phase One Public Realm

10. Proposed Movements

11. Constraints

12. Drivers & Sustainability

13. Illustrative Masterplan

14. Canopy Design

15. Materials Palette

16. Implementation

17. Consultations

Appendices

Drawing List

01. Introduction



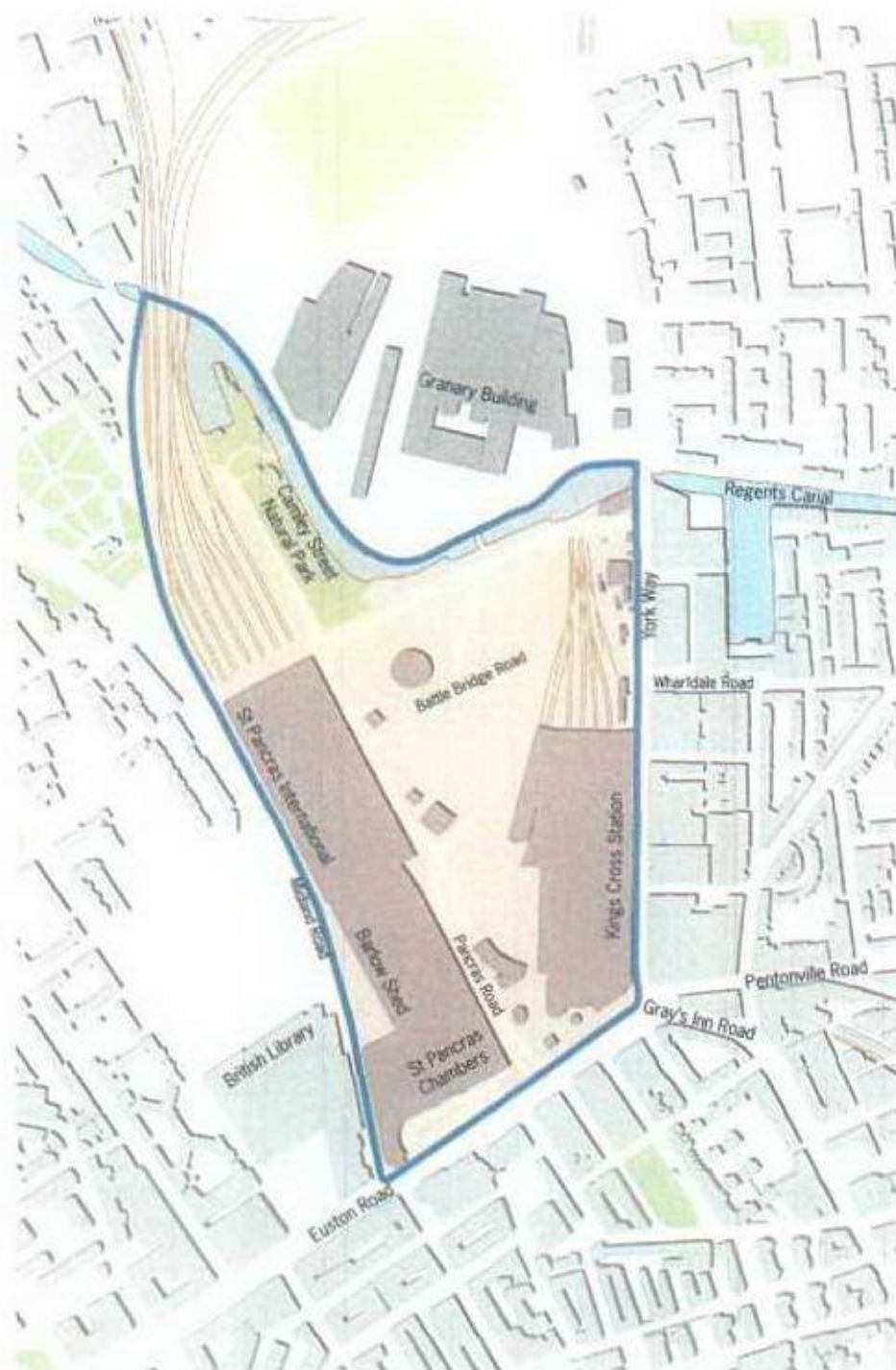


This Statement is prepared in support of the Planning application for Phase one of the Public Realm Works as part of The King's Cross Station Redevelopment Programme.

The delivery of Phase One of the restored public realm to the King's Cross Station area is a major initiative with far reaching impact on the quality of both the wider and immediate public realm of the surrounding urban quarters. Public Realm proposals, in effect be stitched into the existing pattern of routes and pathways within this multilayered, rich, historic environment to create a coherent, integrated sequence of buildings and public open space to deliver long lasting urban regeneration.

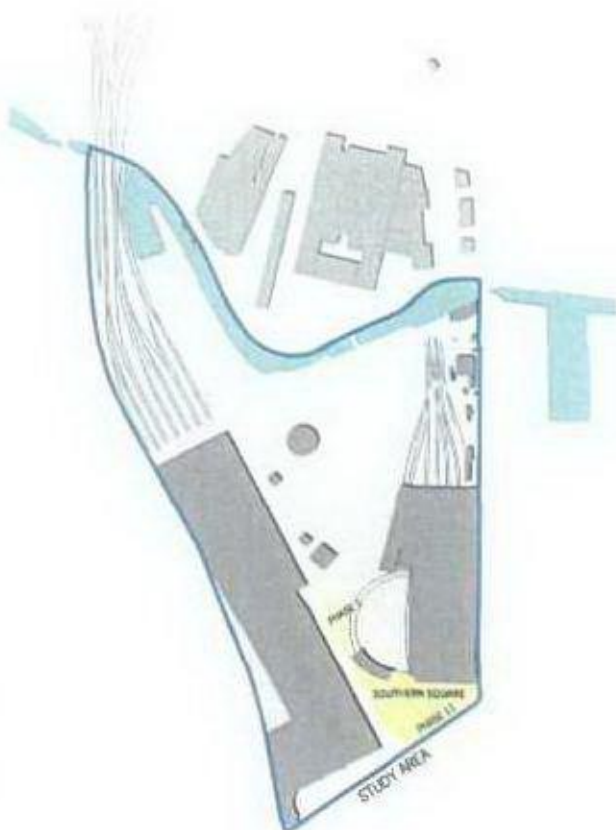
King's Cross Station together with St Pancras International Station is a national institution, but one that has in the past been undervalued. The implementation of the Public Realm Strategy for Phase one and two as part of the Kings Cross Station Redevelopment Programme together with effective collaboration between the principal stakeholders and consultees will significantly impact on the public perception of this major landmark site.

02. Executive Summary

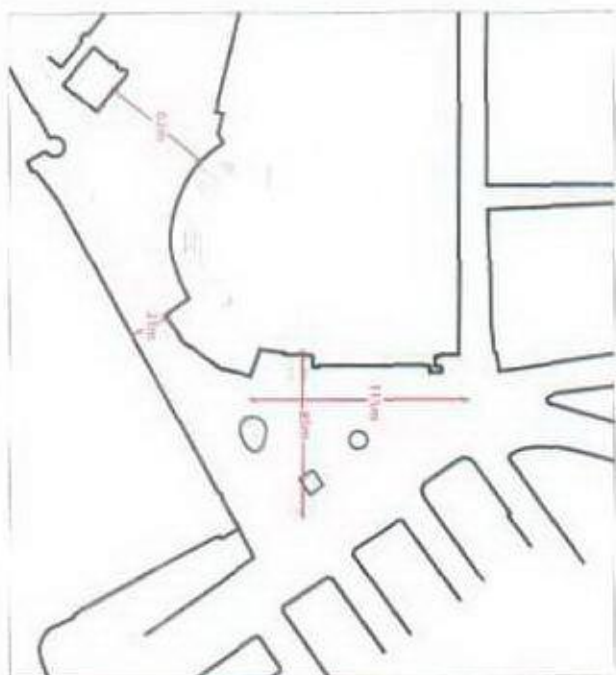


Existing Site Context

In anticipation of implementation of works for the new Western Concourse project there are a series of enabling works taking place in and around King's Cross station. During the course of both enabling works and the implementation work for the delivery of the new concourse, Network Rail will ensure that the station remains fully functional to meet the needs of the train operating companies and passengers throughout the life of the project.



The Study Area



Key Dimensions Phase I and II

The purpose of this document, in support of the planning application, is to state Network Rail's intentions with respect to reinstating the urban realm at King's Cross Station (KCS) consequent upon the redevelopment of the station, expected to complete in 2013. The document provides information relating to Network Rail's planning obligations and covenants with the Council under the Section 106 Agreement (Town and Country Planning Act 1990 (as amended)) and Section 278 of the Highways Act 1980 signed on 9th November 2007 and sets out Network Rail's intentions and programme for delivery of the public realm.

The Section 106 Agreement signed on 9th November required that Network Rail submit their Public Realm Strategy in two distinct phases, with specific requirements for timing of submissions. Nevertheless, the successful delivery of a new coherent public realm requires that the two phases are carefully integrated from the outset and therefore it is appropriate to conduct site wide analysis and appraisal of the adjacent urban quarters with both phases in mind.

In order to properly understand the relationships between the core railway buildings, their public spaces and their adjacent urban quarters, a study area around the immediate site context has been defined as illustrated. The historical context and a series of townscape studies of the adjacent urban quarters are detailed to inform our analysis and appraisal. The existing hierarchy of transport modes within the study area are then mapped in a series of diagrams to illustrate the scope of pedestrian, cycle, vehicular and public transports links radiating from this complex intermodal transport hub.

The Phase One Strategy (S106 Clause 2.66) is applicable to the public areas on the western perimeter of the new station concourse. The Phase Two Public Realm Strategy (S106 Clause 2.67) relates to areas to the south of the station including the area bounded by Euston Road to the south from Gray's Inn Road to Pancras Road and the Southern façade of the King's Cross Station shed to the north.

Both Phase One and Two of the new public realm enjoys high quality, significant heritage buildings in their immediate context. Two further reference points include a new materials palette along the western side of Pancras Road and a proposed palette of hard landscape materials within the King's Cross Central Development north of the station buildings. The heritage buildings, their setting and their relation to the design and function of the outdoor space are examined and balanced against the demands of the busy adjacent transport corridors.

Against the rich urban tapestry of the site wide and immediate context of this key space are significant constraints which range from planning and development policies, to the impact of the major national infrastructure works. Important drivers include Network Rail's commitment to sustainable travel choices and the provision of the chief transport infrastructure to the Olympic Village in 2012.

Implementation, within the Phase One Strategy, describes Network Rail's undertaking to create a high quality public space around the perimeter of the station and the new Western Concourse. The strategy addresses the principle issues of design integration, public access, maintenance and monitoring of the delivery process. The Phase Two strategy relates to the procurement of an International Design Competition for the Southern Square and delivery of the landscape design.

A critical component of the implementation of two adjacent proposals for public open space is a systematic negotiation with the various stakeholders and consultees to the project. Their stake holding as either land owners, transport operators or consultative bodies is included within the body of this report under implementation and provides a background to the process of negotiation as guidelines are established.

03. Historical Context



Situated at the junction of the former Fleet River and one of its tributaries, the construction of King's Cross Station made what had previously been the outermost fringe of London into a major national interchange. The station was completed in 1852 to the designs of Lewis Cubitt, for the Great Northern Railway Company, to serve Lincolnshire, Yorkshire and Scotland. The station is one of the earliest major termini, built at a time of considerable expansion of the railways and employing innovative construction technology, similar to that used on the main transept of the Crystal Palace, constructed a year earlier for the Great Exhibition.

Despite the restrained dignity and apparent straightforwardness of its design, the station was widely recognized at the time of its opening as a remarkable building, employing pioneering construction technology. This was a time of great advances in industrial production and in terms of construction technology alone, King's Cross Station exemplifies the pioneering transition from timber and masonry construction, to new visionary structures that exploited the enormous engineering potential of iron and steel - a development that itself depended on the new railway system.

With its clear expression of function and technology, the new station in many ways, was a proto-modernist building. Indeed, in contrast to many major Victorian stations that conceal their utilitarian shed roofs behind grand hotel buildings, Cubitt clearly celebrated the innovative engineering of the two train sheds, leaving them fully visible behind the monumental semicircular windows on the south elevation. The layout of the station was also logical and straightforward, with passengers arriving by foot or coach to the 'Departure' shed on the west side, via a grand Booking Hall, and arriving from the north by train under the eastern shed, for onward travel into London via the Cab Road on York Way.

From its opening right up to the recent years, the station building and adjacent land saw continuous and sustained pressure for expansion to accommodate more platforms and increased passenger traffic. This was mostly achieved by ad hoc additions at the southern end of the station, culminating with the construction of the inadequate and unsympathetic 1970's concourse.

Flanked to the west by the huge single-span St Pancras Station train shed, designed by the engineer William Barlow, this grade 1 listed structure is described by Pevsner as as "one of the outstanding surviving examples of Victorian functionalism and daring". Characterised by wrought iron arch ribs which meet to form a slightly pointed apex, it has a distinctive Gothic style. The north gable, with its lattice girdered and glazed windshield, is the most prominent part of the train shed roof viewed from the exterior.

Other notable buildings in close proximity to Kings Cross include the Great Northern Hotel, (1864); listed grade II; the German Gymnasium (1864-5) listed grade II; the Stanley Buildings (1864-5) listed grade II. A further dramatic feature of the area is Gasholder No. 8, also listed grade II (1883)

It is recognized that the collection of rail-related historic industrial buildings at King's Cross is unparalleled in Europe. English Heritage have characterized the King's Cross area as a "Victorian City in microcosm and regard the two mainline stations as the finest railway complex in the country. The contrast between the two major stations reveals something of the rapid rise in public expectations for travelling comfort and hospitality (by the wealthy) and of confidence in new building technology at the height of the empire.

Station Setting

The location a few meters south of Regent's Canal and north of the New Road (now Euston Road) was a logical choice given the canal's prominence as a major transport system for goods in and out of the area. The Regents Canal, completed in 1820 connected the river Thames at Limehouse with the Grand Junction Canal in Paddington. With the onset of industrialization, as railways

began to supersede the canals as a means of transportation, the commercial role of the canal diminished and it began to serve as an amenity for leisure purposes. There was a brief resurgence of activity during the latter part of the second world war and traffic increased on the canal system as an alternative to the hard pressed railways.

The construction of Euston Road (formerly known as the New Road), in 1756 between Paddington and Islington was endorsed by an Act of Parliament and required that no buildings should be erected within 50 feet of its boundary. Residential development circumvented this requirement by constructing houses with long gardens fronting onto the road. Less visible, the Metropolitan Railway, with a station serving King's Cross, was constructed under Euston Road. It opened in 1863 and was the first underground railway line in the world. The character of this road began to change in the 20th century as the road haulage began to supersede the railways for the movement of goods.

1769



1799



1827



1871



1914

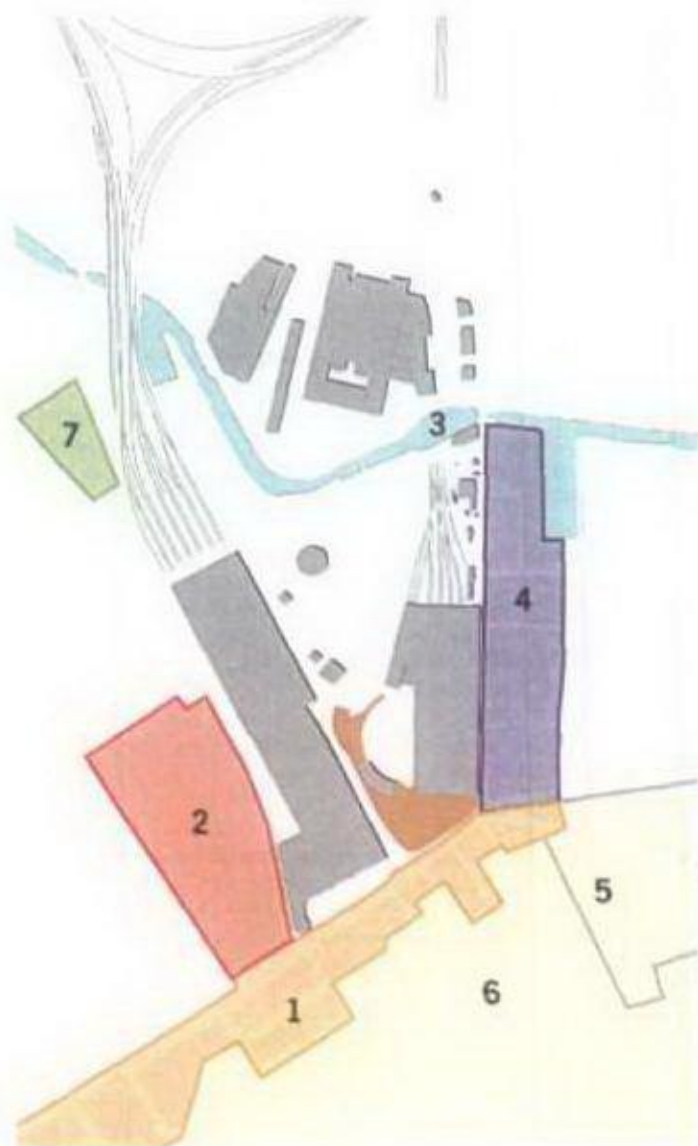


2005



04. Wider Context

At the time of writing King's Cross Central Ltd have outline planning permission for mixed use development proposals for the railway lands north of King's Cross and St Pancras stations. The impact of these proposals and their consideration are an important component in the development of this strategy document on both Phases of the King's Cross Station Redevelopment Programme. (KXSRP)



Adjacent Urban Quarters

- 1 Euston Road
- 2 British Library & Library North
- 3 Regent's Canal
- 4 Hatfield & Regent's Canal
- 5 Pentonville Road & Kingsley Road
- 6 Angel Square & Southern Railway
- 7 St Pancras Old Church & Gardens
- Phase 1 and 2 Public Realm Programme

The study area abutts seven distinct urban quarters and transport corridors. Bound to the north by the Regent's Canal, each urban quarter brings a unique townscape character to the network of routes and pathways which serve the movement patterns through the area. As the hierarchy of the street patterns and their interrelationship with the open space network defines the framework of the area, the core railway buildings and landmark heritage buildings and gardens act as key points of orientation. Beyond physical and visual characteristics, the character of this area is further defined by less tangible effects which relate to the user's experience and its seasonal nature in terms of the day of the week, time of the day and month of the year.

An unusual space occurs between the footprint created by St Pancras train shed and King's Cross station through the alignment of both the Stanley and Gym Buildings on a historic street pattern, at a splayed angle with the St Pancras train shed.

Battle Bridge Road, now isolated by storage units and construction works remains the only street to retain its historic floorscape of traditional granite setts in situ.

Within the study area there is a coherent palette of building materials which includes handmade red and yellow London stock bricks with dark blue engineering bricks, Welsh slate for roofs, stucco, mostly in applied architectural mouldings and cast and wrought iron.

1. The Euston Road today is a busy, noisy polluted transport corridor served by separate Bus Lanes on either side of a dual carriageway. Immediately in front of King's Cross Concourse, four entrances to the underground straddle the road and a filter lane permits buses and cars to turn right down Pancras Road. The pedestrian environment is cluttered with signage; a modest eleven Plane trees are planted along the two sides of three hundred metres span of tarmac and pavement between the two station frontages, most of which are in only moderate condition. Limited cycle storage on the central island and scattered single cycle park frames is clearly inadequate as evidenced by the large number of cycles chained illegally in front of the King's Cross Concourse. The south elevation of the road features a variety of medium scale developments marked particularly by Camden Town Hall, (1934-7) grade 11. This building is characterized by a four storey central section and three storey outer wings, including a raised attic and faced with Portland stone. This contrasts sharply with the Town Hall Annexe, to the east, constructed of concrete in 1974. The prominent large single paned windows set within five curved bays rises to eight storeys. Located east along Euston Road are Argyle House, Belgrove House and an unlisted four storey terrace which houses the Northumberland Hotel. Of varying quality and state of repair each of these buildings feature ground floor retail units and a plethora of prominent poorly integrated signage. In particular, the unlisted terrace located at 1-11 Euston Road built c1840 is marred by the addition of single storey flat roofed retail units which further obscure the original building line that returns along Birkenhead and Crestfield Streets.

2. Midland Road is bound by St Pancras Station to the east and the British Library to the west. Opened in 1998, the British Library has a rhomboid footprint, being shortest to the south with sides tapering outward towards the longer end approaching Brill Place to the north and contains a large open piazza fronting the Euston Road. The eastern elevation is red brick and contains a series of gated openings. The lands to the north of the library currently serve as a service yard. Despite a generous 5 metre pavement it is an unattractive pedestrian route, lacking pedestrian amenities along Midland Road due to a rather relentless unbroken building elevation of both sides.

3. All commercial traffic had vanished from the Regent's Canal by the late 60's. Its value as a leisure facility was greatly enhanced with the opening of Camley Street Natural Park, created on brownfield land in 1985. This local nature reserve hosts a mosaic of meadow, marsh woodland and open water habitat which are intensively managed to maintain their diverse wildlife value.

A towpath along the northern bank is well used by pedestrians and the St Pancras Yacht Basin houses a number of private and commercial barges.

4. York Way defines a strong eastern edge of the study area and operates as a one-way northbound two lane carriageway from its southern end to the junction with Wharfedale Road. Bus stops, bus stands and coach stands however effectively reduce this portion to one lane capacity. The King's Cross Station elevation has blind arches to the lower, street level. The volume of heavy traffic and unrelenting elevation make it a particularly unrelenting pedestrian route.

Regent's Quarter lies east of York Way. It comprises of three blocks two of which have been regenerated. This huddle of 19th century industrial buildings have been cleaned and refurbished into a community of small businesses and restaurants.

At the northern end of King's Cross Station is a complex of railway tracks known as the 'Throat' of particular significance to railway historians for viewing railway traffic. The tracks emerge through three tunnel portals dating from, variously around 1852.

5. Gray's Inn Road brings north bound traffic in one-way at the junction with Pentonville Road and Euston Road. The prominent triangular block south east of the King's Cross Station concourse is dominated by the 'Lighthouse building'. Together with the curved terraces Nos 311-345 Gray's Inn Road, distinguished by their large painted sign reading 'Scales, Weights and Weighing Machines' they present important landmarks at this complex, congested road junction where Gray's Inn Road joins Pentonville Road and Euston Road. The Lighthouse, listed grade 11 was built c1875 and has a triangular plan with a rounded apex. It is constructed of London stocks with stucco dressings rising to a maximum of four storeys. Its apex is surmounted by a distinctive lighthouse tower clad in metal sheeting and surrounded by a cast iron balcony. The Lighthouse is particularly marred by its deteriorated former active frontage at the ground floor level which is now boarded up.

6. There is a dramatic change in the grain behind the medium scale developments fronting the southern elevation of the Euston road and the residential districts behind. The town hall annex is eight storeys compared to the gentle three storey early 19th century terraces built of yellow London stocks. Some terraces have mansard roof extensions, basements and iron railings around their light wells. Even modest homes were planned around a square as evidenced by Argyle Square. These terraced houses were adorned with convex fronted balconies and lotus flowered railings. Their current use is mostly boarding houses or hotels which detract from the arrangement of residential homes around the classic English garden square. Although laid to lawn with fine specimens of perimeter plane trees with recent renovation works in 1996 which added a multipurpose sports pitch and toddler climbing frame, there is little evidence of regular use. There are several fine streetscapes in the vicinity of Argyle primary school which front onto narrow streets of cobbled setts as illustrated. The school playground has an active tree planting programme visible from Tonbridge Street over the low perimeter wall.

7. St Pancras Old Church and St Pancras Gardens are the key landmark and landscape elements with area three. St Pancras Old Church, grade listed 11 is thought to have been built on the site of an ancient pagan temple in the fourth century. More recently enlarged and restored in 1848, it is constructed of coarse stone with a flint eastern façade and a pantiled and slated roof. It is an amalgam of architectural styles and materials and reflects several episodes of restoration, alteration and extension. St Pancras gardens occupy a triangular area between the Pancras Road and the elevated railway lines north west of St Pancras International. They incorporate the St Giles Cemetery and the former burying grounds that adjoined St Pancras Old Church. Situated on a low bluff beside the lost river Fleet, culverted below street level, the gardens and the church lie above the level of Pancras Road and provide a reminder of the ancient topography.

04. Wider Context



The German Gymnasium



319-321 Gray's Inn Road



Great Northern Hotel-Barlow Shed-St Pancras Chambers



The Lighthouse



Camley Street Natural Park-Regent's Canal



Gas Holder No 8



McGlynn's Public House, Whidborne Street

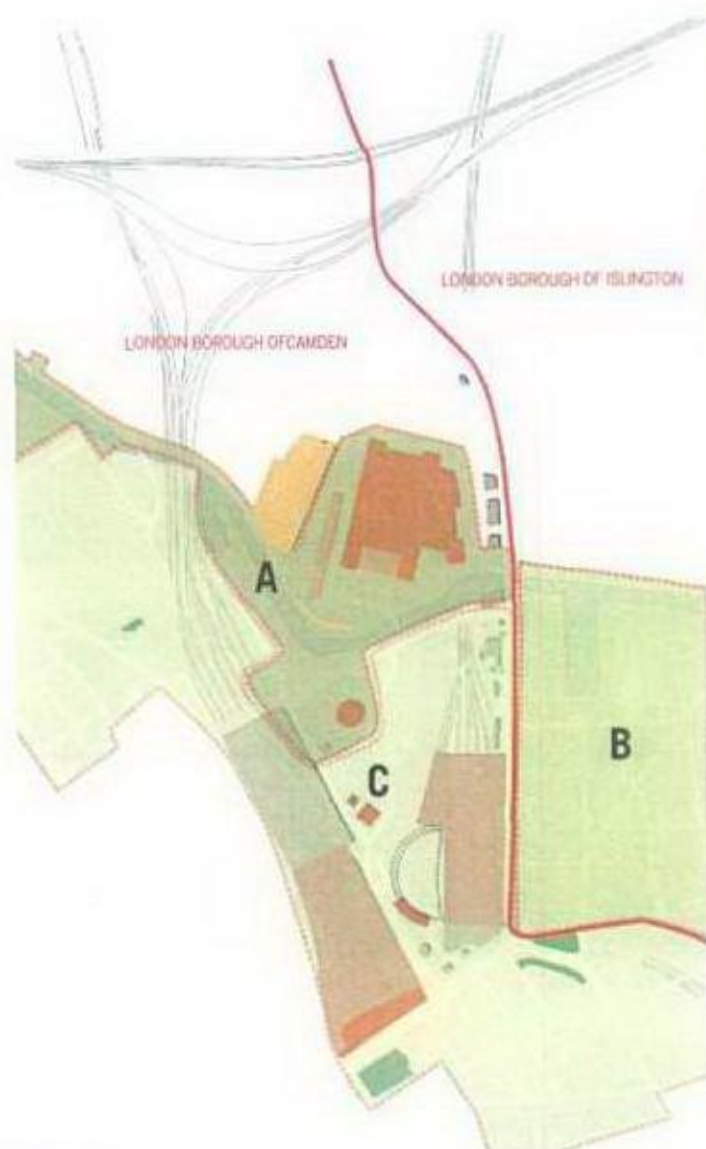


St Pancras Chambers from the west



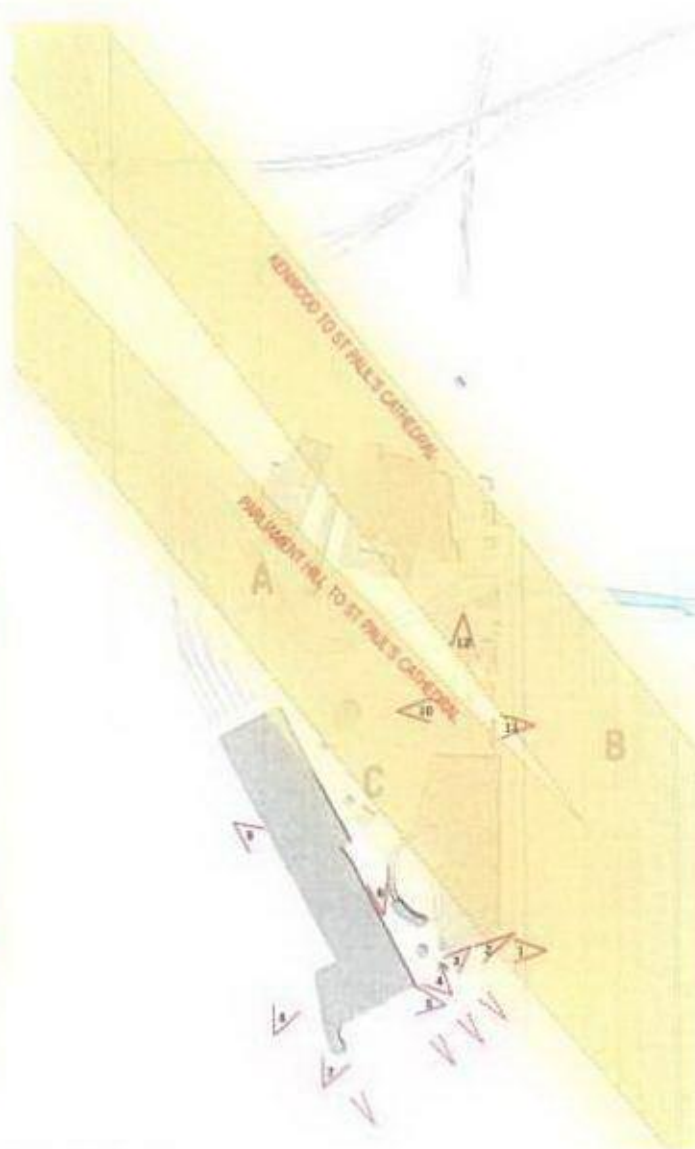
Camden Town Hall Annex

05. Site Heritage, Viewing Corridors



Site Heritage

- Listed Buildings Grade I
- Listed Buildings Grade II
- Buildings making a positive contribution to a conservation area
- Landmark Buildings outside the study area
- Conservation areas
 - A: Regent's Canal Conservation Area (Camden)
 - B: Regent's Canal West Conservation Area (Islington)
 - C: King's Cross Conservation Area (Camden)



Viewing Corridors

SIGHT HERITAGE

The study area is located in the London Borough of Camden. The eastern edge defines the boundary between London Borough of Camden and London Borough of Islington. The Regent's Canal therefore straddles two Boroughs and is subject to the conservation restrictions of both boroughs. (See Conservation Area A and Conservation Area B) As detailed above there is a rich heritage of industrial, commercial, residential and railway buildings which contribute to the distinct character of the area. Buildings in the area are notable for their listing, their landmark qualities or their positive contribution to the Conservation Area.

The site contains a number of 'surface materials and fixtures, specifically granite setts, kerb stones and granite 'gliners'. They are located on Cab Road and the remains of Battle Bridge Road. These are historic surface materials dating back to the original station. The setts are a mix of square and rectangular stones in red, dark and and light grey.

& Urban Grain



Figure Ground

FIGURE GROUND

The figure ground is dominated by the undeveloped open space of the railway lands both north and south of Regent's Canal and lands north of the British Library. The large prominent footprints of the Barlow Shed, St Pancras Chambers and King's Cross Station are experienced in both the horizontal and vertical plane at ground level by pedestrians, cyclists and vehicular drivers. Regent's quarter presents an unusually compact footprint with almost mediaeval scale enclosures within the perimeter blocks. The dense residential and commercial fine grain development west, south and east of the study area have a dearth of landscaped gardens.

VIEWING CORRIDORS

The majority of the study area is located within the 'Strategic Viewing Corridor', and the 'Wider Setting Consultation Area' that extends from Parliament Hill to St Paul's Cathedral as defined in London View Management Framework SPG published on 13 July 2007 and the London Borough of Camden UDP. A smaller portion of the site, to the northeast, is located in the 'Strategic Viewing Corridor' and 'Wider Setting Consultation Area' that extends from Kenwood to St Paul's Cathedral. London View Management Framework SPG aims to safeguard such views of national importance and their backdrops.

The views as keyed in the diagram are listed below. Some of these views (4,6,10,11) will be considerably altered after the construction of the new Western Concourse and the delivery of the new masterplan proposals by King's Cross Central on the lands north of the station buildings.




1. View of King's Cross, St Pancras Chambers and Barlow shed from Gray's Inn Road
2. View of King's Cross, St Pancras Chambers and Barlow shed from Pentonville Road
3. View of St Pancras Chambers and Barlow Shed from King's Cross concourse
4. View north of Great Northern Hotel, German Gymnasium and the Barlow shed from Pancras road
5. View of St Pancras Chambers from the Euston Road looking west
6. View north of Gas Holder No. 8 and German Gymnasium
7. View of St Pancras Chambers from the Euston Road looking north east
8. View of The Barlow Shed and St Pancras International from the Piazza of the British Library
9. View from Brill Place to the Barlow Shed
10. View from Battle Bridge Road across the railway lines to York Central building on York Way
11. View of Gas holder No. 8 and new St Pancras International terminal
12. View of the 'Throat' (historic group of railway lines) from Goods Way

The dotted view lines indicate framed views of St Pancras Chambers from Birkenhead Street, Crestfield Street and Belgrove Street. The skeletal form of Gas Holder No 8 silhouetted against the sky, together with St Pancras Chambers are two key landmarks of the entire study area and can be viewed from multiple locations in the local vicinity.

Paddington	Marylebone	Easton	St Pancras/ King's Cross
East West Access Route to Mainline Railway Stations			



Primary & Secondary Vehicular, Rail and Underground Routes

- | | |
|---|--------------------------------------|
|  | Taxi rank 2012 |
|  | Regents Canal Tow Path |
|  | Cycle Routes |
|  | Primary Bus Corridors |
|  | Primary Vehicular Routes |
|  | Secondary Vehicular Routes |
|  | One Way Routes |
| TFN | Transport for London Rail Network |
| TOCS | Train Operating Companies (see text) |
|  | Bus Stand |
|  | Bus Stop |

Major mainline railway stations, King's Cross and St Pancras International form the core of this complex intermodal transport hub.

	TOC	SERVICE
St Pancras	First Capital Connect	London, Luton, Bedford, Brighton
	East Midlands Trains	Leicester, Derby Nottingham, Sheffield Leeds
	St Pancras International	Europe (Multiple destinations)
King's Cross	First Capital Connect	Cambridge, King's Lynn Peterborough
	National Express	York, Leeds, Newcastle Edinburgh, Glasgow Aberdeen
	Hull Trains	Hull
	Grand Central	Sunderland, York

Passenger services are further supported by the proximity of Euston Station (11km) which serves the West Coast Main Line and connects London to Birmingham, Manchester, Liverpool, Preston and Glasgow.

There are seven entrance points to London Underground in the immediate vicinity of the King's Cross Station Concourse as indicated. Six London Underground lines serve this interchange, namely Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria Lines.

Principle bus routes are indicated. Seventeen bus routes provide access to the following road corridors: Euston Road, St Pancras Road, York Way, Caledonian Way, Pentonville Road and Grey's Inn Road.

The Euston Road is a designated Transport for London Road Network (TLRN) Red Route and therefore subject to the regulation of red routes. York Way intersects with Euston Road and functions as a spur of TLRN and benefits from similar red route enforcement at its southern end.

Two designated cycle routes are indicated, north-west along Ossuiston Street and Pancras Road. 204 secure covered cycle storage racks are currently accommodated within the main train shed of the station building.

The primary bus corridors are furnished with details of the multiple bus routes which serve the King's Cross Southern Concourse together with further routes along secondary bus network routes. Bus stands, indicated by blue circles offer parking bays for buses to set down and pick up passengers and remain stationary. This presents a particular problem for traffic flows especially along York Way where one way traffic is restricted to one lane only. Network Rail estimate that there are in excess of 130 buses per hour in each direction at peak hours.

One way routes are indicated to illustrate the type of road environment pedestrians are subject to. Frequently, the one-way routes such as Midland Road and Gray's Inn Road are multiple carriage way and present a hostile environment to pedestrians and cyclists.

Network Rail have 145 car parking spaces allocated for staff and operational use. This includes a provision of 12 no parking spaces designated for disabled use.

Two taxi ranks due to be completed in 2012 are indicated



Primary Bus Routes and Taxi Stands

To serve King's Cross Station, it is proposed that a passenger set-down facility for taxis, private cars and coaches will be provided between Pancras Road and the Western Concourse. This will include provision for three disabled parking bays and a loading bay for servicing of the Great Northern Hotel (GNH).

The design of this loading bay has been developed in conjunction with Argent (King's Cross) Limited, and the bay will be clearly demarcated by a raised kerb, and surfaced with granite setts coloured differently to those in the remainder of the set-down area. It is proposed that a kerbed peninsula will separate the set-down area from the taxi rank alongside the southbound carriageway of Pancras Road. This rank will serve the taxi pick-up facility proposed to the south of the GNH, where two separate embarkation points will be provided; one for taxi-share customers and the other for conventional use (i.e. single-destination passengers).

To the south of the taxi pick-up facility, a loading bay is proposed for use by London Underground Limited (LUL). This loading bay will form a shared surface with the eastern footway of Pancras Road, and will be segregated from the carriageway by a raised kerb.

The highway design has been subjected to an independent Stage 1 Road Safety Audit, and a Designer's Response has been completed and provided to the London Borough of Camden (LBC) highways team for review and approval. Comments made previously by LBC regarding the design of the set-down area have been incorporated in the latest proposals."

The need to allow unhindered north-south pedestrian flows between the Great Northern Hotel and King's Cross Station has been clearly identified. To achieve this, conflicts between vehicles and pedestrians have been avoided by displacing these vehicle activities to Pancras Road, whilst respecting other transport functions along the highway. In particular the set-down and pick-up areas have been designed to be implemented at two pinch points; between St. Pancras Station and the Great Northern Hotel, and between St. Pancras Station and the LUL vent. The separation of the set-down and pick-up areas allows a clear delineation of purpose and avoids conflicts between passengers entering and exiting the Western Concourse.

The proposed cross-section of Pancras Road, whilst slightly modified, maintains the functionality of the completed CTRL scheme and additionally provides extended taxi rank facilities and direct links between the taxi set-down and the pick-up. This arrangement improves the operational state of the taxi system reducing passenger wait times and empty taxi driving distances.

07. Security

The main security consideration for this area is to mitigate against a potentially hostile vehicle entering the new Western Concourse building footprint. This will be achieved by placing a bollard line around the main concourse building and across a possible access route along the boundary of the proposed Southern Square. This bollard line is shown on drawing ENG-DWG-OAP-KX6-CLP-7000 (01). The bollards will be impact rated and installed in accordance to "PAS 68:2007 Specification for Vehicle Security Barriers" and will mirror the aesthetic and dimensional appearance of the bollards currently situated outside St Pancras International Station, as shown in the photograph below.



Typical Bollard

The maximum clearance between structural core of the bollards should not exceed 1.2m. Removable bollards to allow access will be placed at intervals along the perimeter.

08. Urban Context Appraisal

KEY NODES AND SPACES

The term 'node' refers to places where important pedestrian routes and streets meet, and where links between one area and another are most apparent. These places can be simple intersections or may be key focal spaces serving multiple pedestrian routes. Our response to primary nodes will determine how visitors to an area orient themselves and how regular users perceive the quality of their routes throughout the complex of railway buildings and station facilities.

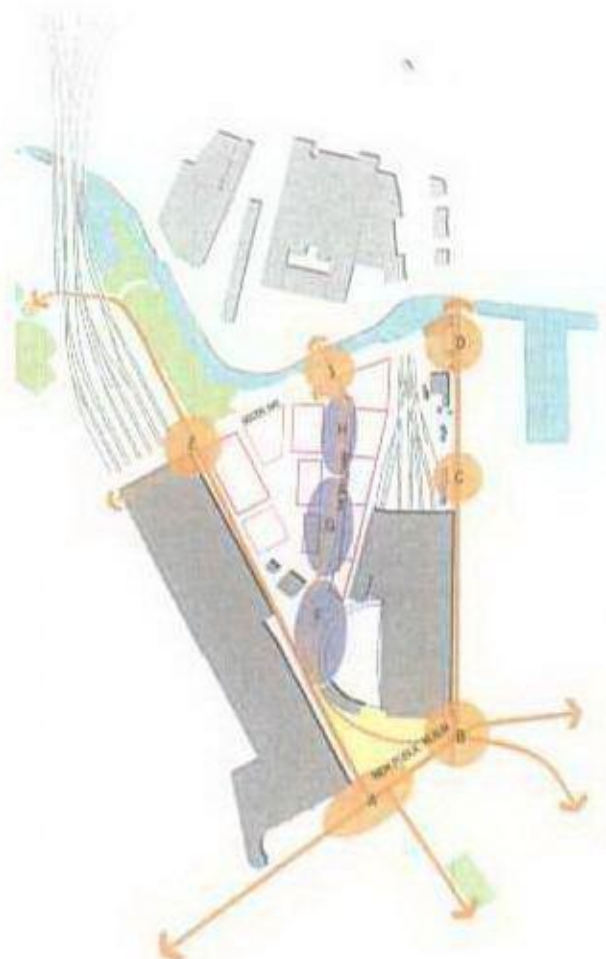
Nodes A and B are major London wide loci for pedestrians, cyclists and vehicular drivers. Congested, polluted, cluttered environments have a major impact on any development proposals for the public realm and in particular the Southern Square.

Node C and D at Good's Way connects the eastern perimeter of the study area to the north and south. The Regent's Canal flows under the road and is currently a poor quality place.

Node E is a busy vehicular intersection. Pedestrians and cyclists experience the unrelentless elevation of the new St Pancras terminal on the west opposite the ongoing construction site east as they journey towards Camley Street Natural Park. Within the scope of this strategy there is considerable potential to improve this route through hard and soft landscape treatment, legible signage, appropriate lighting and dedicated pathways to create an enhanced experience for the user and encourage access to Camley Street Natural Park, the Regent's Canal and St Pancras Gardens.

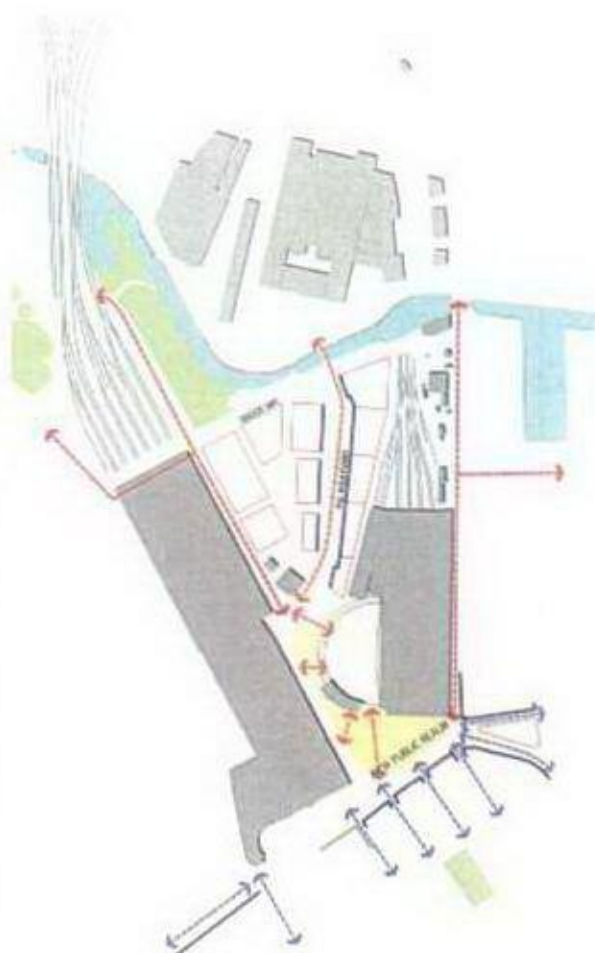
The dotted orange line and nodes F, G, H and J chart the principle route through King's Cross Central referred to as the Boulevard towards the Regent's Canal and the pedestrian towpath. King's Cross Central development proposals are for the creation of a mixed use urban quarter and are currently at outline planning stage. Nodes F, G, H, define an animated streetscape served by active frontages through the development in the form of shops and cafes along the Boulevard. J is a key new node at the intersection of the Boulevard, Goods Way and the Regent's Canal. It abutts a new public space currently designated 'Canal Square'. The Boulevard will offer a different set of user amenities for pedestrians from the station amenities culminating in quieter public open space in 'Canal Square' and the Regent's Canal.

The primary route between nodes A and E is characterised by a high quality materials palette predominantly of york stone and granite curbs. Pedestrian crossings feature raised granite setts and tactile stainless steel studs. The materials palette approved by London Borough of Camden for the Boulevard include Scoutsmore york stone, granite setts and curbs, reclaimed granite setts, silver granite, stainless steel and timber.



Nodes and Spaces

- Existing Nodes
- Proposed Nodes
- Primary multiple user routes
- Proposed multiple user routes
- Illustrative Proposed Building Footprint (King's Cross Central Development)



LINKS AND ACTIVE FRONTAGES

Key active frontages where the facades of buildings have entrances and windows onto the public realm are defined along the relevant portion of the Euston Road and around the principle urban blocks that engage with the gyratory and the intersection of York Way, Pentonville Road and Gray's Inn Road. Camden Library, indicated in green, offers a positive relationship between library users and pedestrians owing to extensive glass windows facing directly onto the street. By contrast, the Lighthouse, empty now for many years displays graffiti, boarded windows and conveys a general air of dereliction over former active frontages on the ground floor. Proposed active frontages along the Boulevard will draw dispersing passengers through King's Cross Central towards Camley Street Natural Park, the pedestrian towpath of Regent's Canal and to the Granary complex and coal drops.

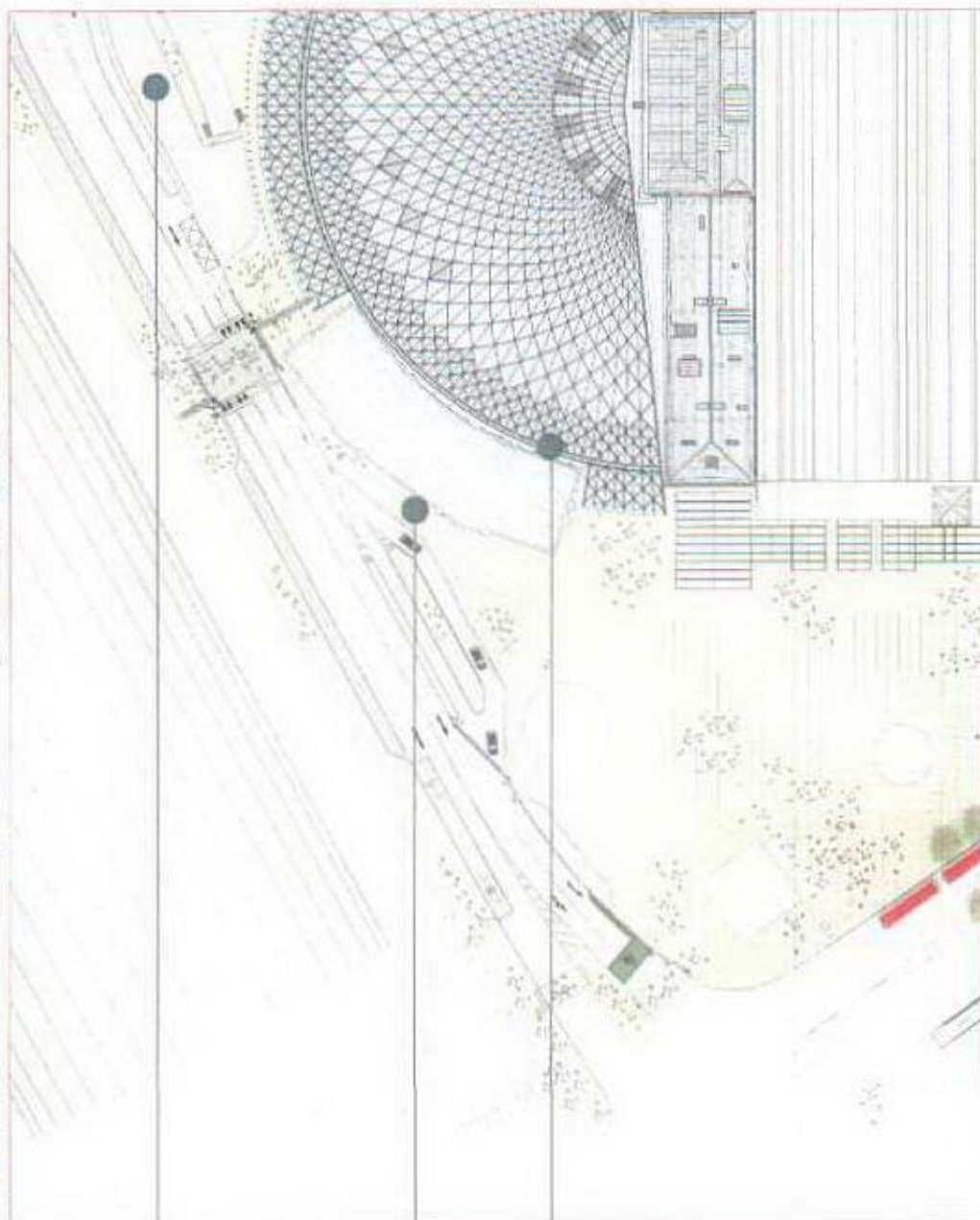
Phase One and Two of the King's Cross Station public realm strategy occupy a key focal space that has a network of routes and paths within the immediate site context and throughout the wider site context. The orange links serving the new western concourse permit legible access and egress from the station. Blue links connect the existing pattern of streets south of Euston Road; red links connect the routes north and north-west of the study area specifically along Pancras Road and the proposed Boulevard. This Design and Access Statement for the proposed Phase One works aims to bring about resolution of these multiple links and to permit a coherent, integrated sequence of buildings and public open space to provide efficient access and egress to the wider context.

Active Frontages and Links

- Links north into new public realm
- Links south and east into public realm
- Links into Western Concourse
- Active frontages
- Camden Library
- Disused active frontages
- Proposed Active Frontages

09. Phase One Public Realm

Indicative Surface Patination



Vehicular (External)
Mixture of High Quality Pavers

Pedestrian
(External)

Threshold
(Internal)

¹ Network Rail is required under London Building Consent ref: 2006/03940, Condition 31, to submit details of a full materials palette specification to London Borough of Camden

INTRODUCTION TO PHASE ONE PUBLIC REALM

The plan view illustrates both Phase I of the new public realm and the relationship to the arcaded thoroughfare through the Great Northern Hotel and the Northern Square. The materials palette and their interface within each separate space is a powerful unifying device. A sensitive, appropriate palette in terms of colour, texture and function will be referenced to this important heritage site, its listed buildings, the Western Concourse project and the new palette of built and proposed materials along Pancras Road and the Boulevard respectively. The success of the implementation of Phase I of the public realm therefore depends on effective collaboration between the key stakeholders and consultees. A series of design reviews has been held between Network Rail, Argent, London Underground Ltd and London Borough of Camden in order to establish commonality and develop a common language of materials and street elements. The seamless transition from space to space through an appropriate ground floor finish is a potent device to establish a common character to set off this fine heritage site and create a consistent, high quality, legible hard landscape throughout the study area.

Material references include york stone, granite setts and curbs, historic granite setts, stainless steel, timber benches and silver stainless steel cycle racks and tree surrounds. The choice of materials is further determined on the basis of their function and legibility. Surface patination will vary in both texture, scale and type to serve vehicular users, pedestrian users and for areas located on the threshold between internal and external space. Edge details will enhance legibility to users and demarcate distinct areas of the public realm.

As the owner of the historic materials involved in the KXRP, Network Rail has responsibility for implementing their Salvage Strategy Issue No 2 dated 071207 under the terms of the Listed Building Consent. The salvage schedule records Network Rail's intention for all items / materials to be salvaged at the outset of the works and undertakes to re-use them on site.



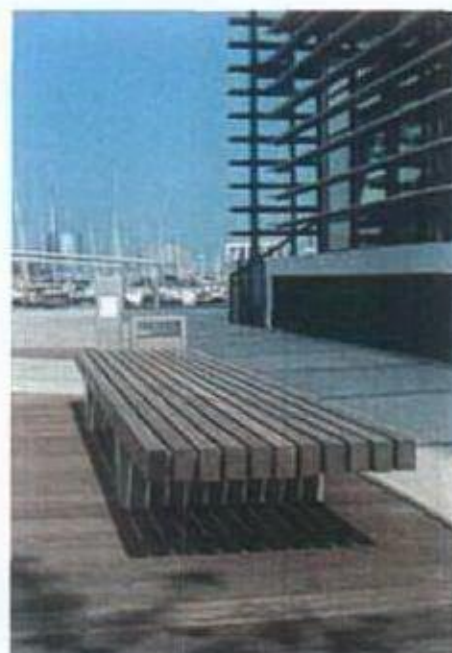
Galvanised Bollards



Framed Street Advertising

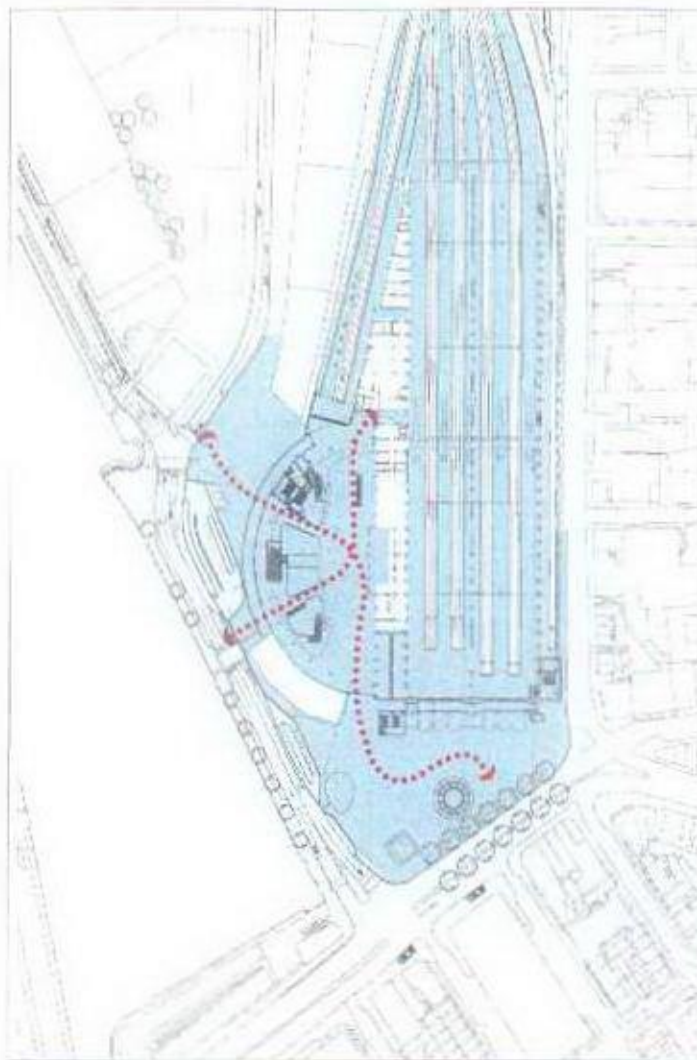


Integrated Stainless Steel Litter Bin

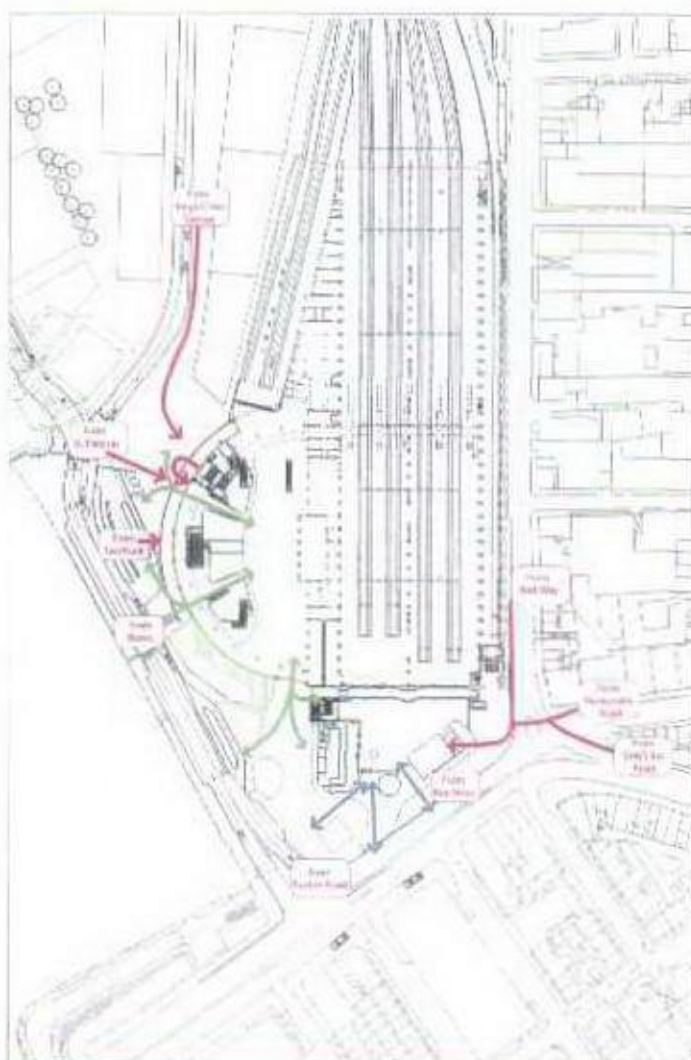


Timber Seat

10. Proposed Movements



(i) Pedestrian Movements-Concept Plan



(ii) Pedestrian Movement Flows-2011 Interim Position

A COHESIVE PUBLIC REALM

A cohesive public realm depends on effective collaboration on both design teams for Phase I and Phase II together with the design teams for the ground floor arcade of the Great Northern Hotel and the Northern Square. This sequential space is further defined by its interface with the new Western Concourse, the southern exit of King's Cross Station and the busy adjacent transport corridors. A particular design condition exists for example across the threshold of the main entrance to the station, through the Western Concourse and across the main exit, through the Southern Concourse. (See Diagram 11). The collaborative process between key stakeholders and consultees as referred to earlier will address such issues and any others that might arise throughout the life of the project.

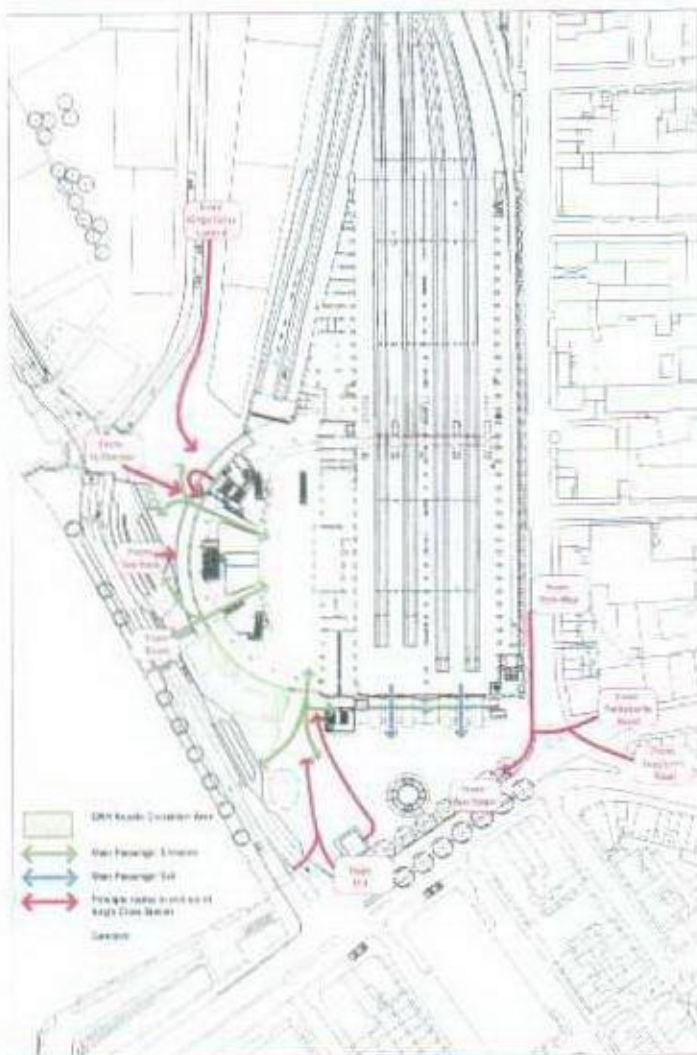
In order to develop a better understanding of the operation of both the built and unbuilt space it is important to consider its functionality. The Western Concourse and the adjacent public realm will be a place of assembly, a place to congregate and a place of transit. Its critical function will be to facilitate the movement of people between multiple transport

modes as they enter and leave the station precinct and the dispersal of people into the neighbourhood north, south and east of the station.

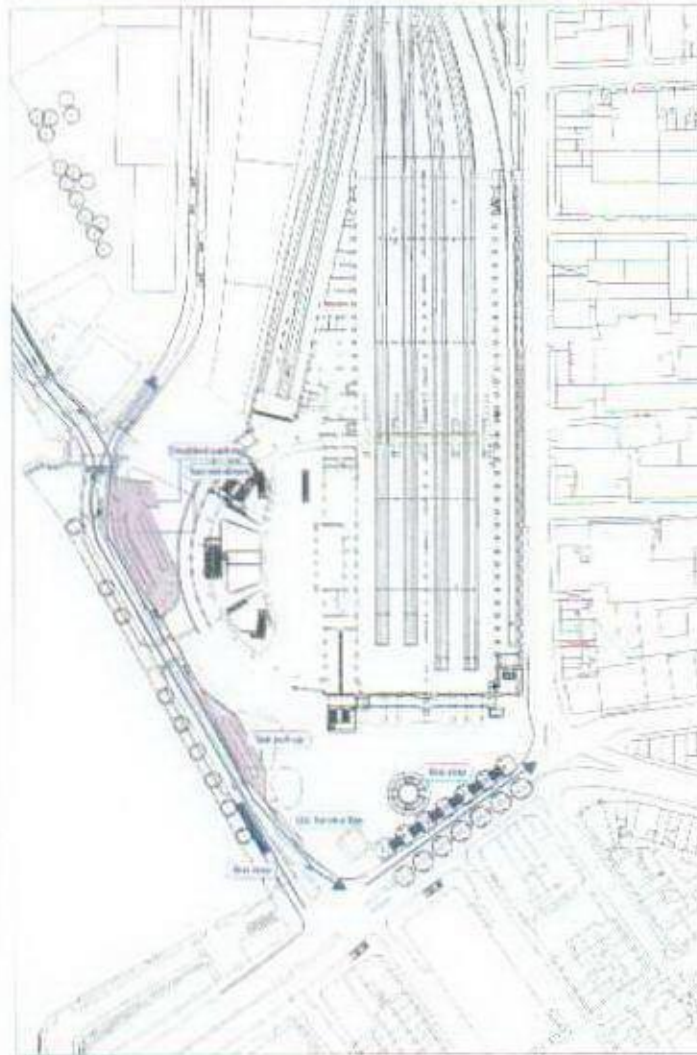
Detailed modelling of the concourse, modal interchange and public realm operations are expounded in Appendix 7, King's Cross Enhancement-Stage D, issued by Ove Arup and Transport and Pedestrian Movements-Environmental Statement Addendum (ESA) issued by the Environmental Resource Management Team, Network Rail.

The King's Cross Station Enhancement Project provides for an increase in mainline operations from the current 15 trains an hour to 19 trains an hour. Pedestrian movements within the concourse are complex and depend on the number of arrivals and departures of mainline trains, passenger use of King's Cross as a primary interchange for LUL, peak hour demand and normal and train delay conditions. Passenger variables include length of journey, baggage, time of arrival prior to travel and peak passenger accumulation conditions; passenger assembly, typically accumulates close to Customer Information Boards.

1 King's Cross Enhancement Project Stage D Detailed Design Report issued by ARUP in January 2006
2 The Environmental Statement Addendum issued in revised edition issued by Ove Arup in December 2006



(iii) Pedestrian Movement Flows 2013 Completed Works

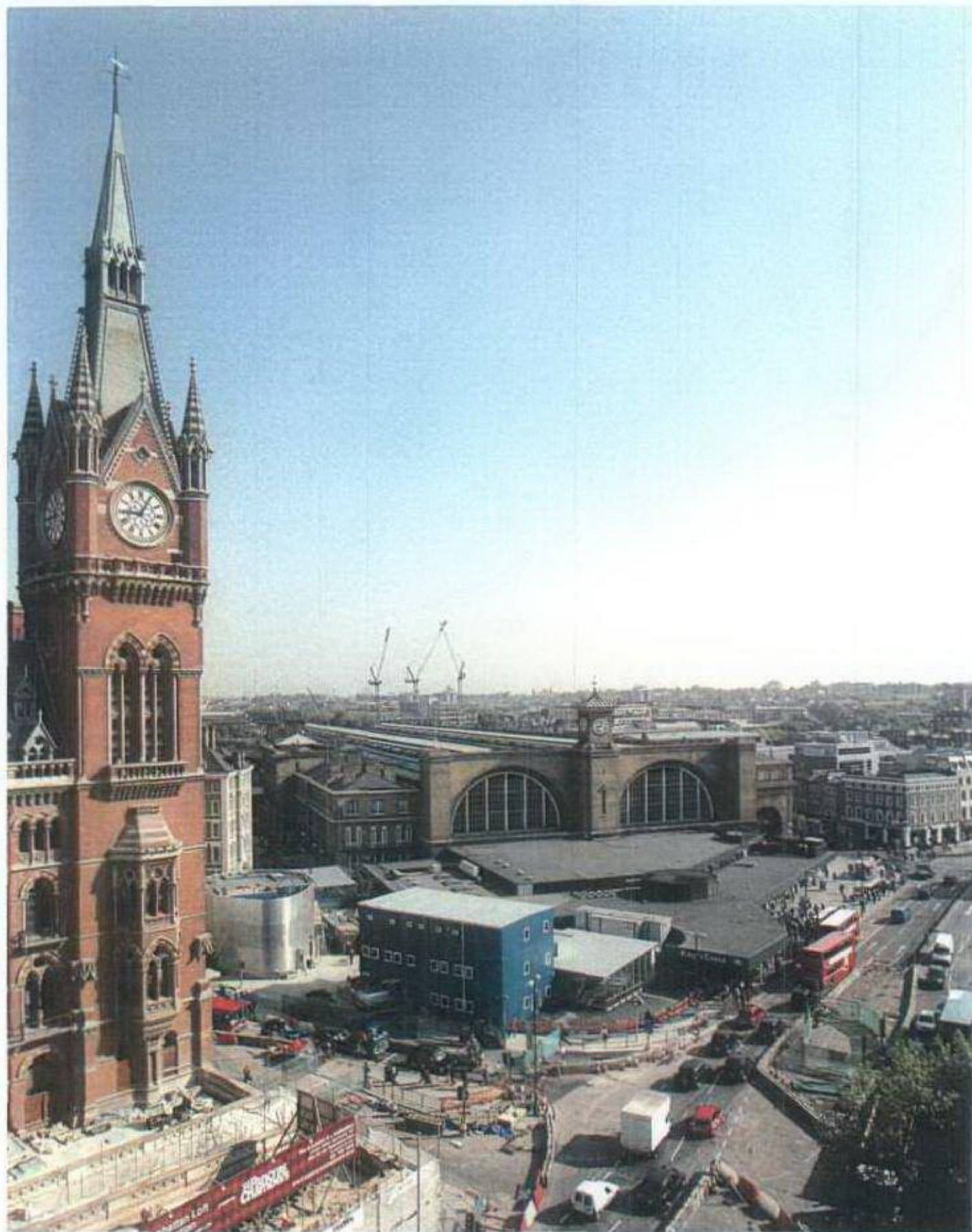


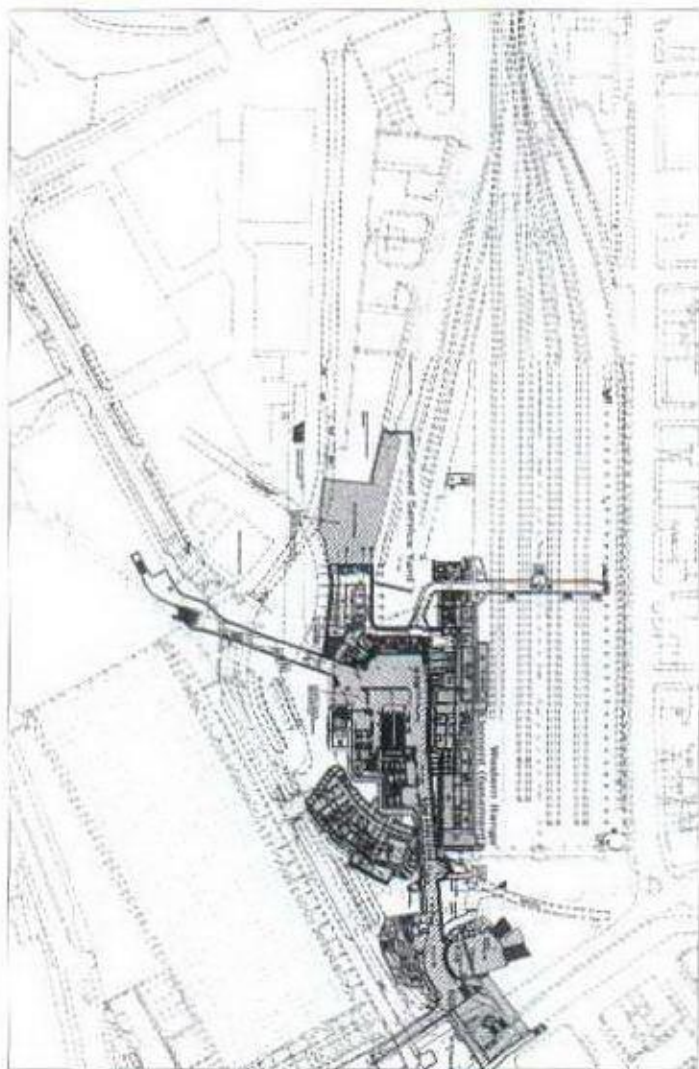
(iv) Taxi Stands, Bus Stops and Stands

It is assumed within the context of concourse planning that the critical peak period is between 1600-1900 hours when the number of passengers awaiting departure is at its highest. The number increases significantly in the event of disrupted services. Design parameters for the concourse area accommodates both a perturbed condition with a 15 minute disruption to the service during peak hours and pedestrian movement flows to the main circulation areas to permit efficient cross concourse connections to LUL and the external squares. The Southern Square is the 'Front Door' and the most intense area for interchange. Major pedestrian flows take place between Euston Road, the underground entrances and the southern concourse entrance as indicated. Passenger accumulation in the outdoor space will increase under the external canopies during inclement conditions. It is inherent throughout the new public realm that elements such as lighting, street furniture, tree planting, advertising and signage are positioned to optimise pedestrian movement flows and reveal visual connections.

Design parameters also provide for the segregation of external pedestrian flows from the concourse operations during perturbed conditions whilst providing clear circulation routes between the Northern and Southern Square. Diagrams ii and iii illustrate the external square passenger circulation, and pedestrian movements in and around the ground floor arcade of the Grand Northern Hotel and towards the proposed King's Cross Central development behind the heritage station building cluster. King's Cross Central development is expected to reach full occupation by 2020 and inevitably will generate additional public realm pedestrian movements. The increase in station capacity supports the continued passenger growth as a result of the occupants of the King's Cross Central development utilising the newly available rail and station capacity. A preliminary modelling of the number of passenger trips to and from King's Cross Central during PM peak hours is included in chapter 9 of the ESA.

11. Constraints





FACTORS THAT DETRACT FROM THE CURRENT STATION ENVIRONMENT

- Major national/international infrastructure developments
- Excavation for new LUL connections
- Train overcrowding and passenger congestion
- Lack of adequate concourse space
- Poor station layout and interchange particularly with respect to suburban platforms
- Poor environmental conditions and air quality, atmospheric pollution and need for pest control
- Restricted vehicular access for taxis and private cars at pick up and drop off points
- Conflicts between On Board Servicing (OBS) and passengers along platforms
- Inadequate OBS facilities
- Poor pedestrian access and difficult passenger movement and conflict between vertical and horizontal movement
- Current train turn-around times
- Restricted access for waste removal and deliveries
- Heavy local traffic, environmental pollution and noise on Euston Road and York Way
- Non-compliance with statutory and regulatory requirements (DDA, Part L, etc.)
- Proliferation of signage
- Mixed quality and appearance of tenancy fit-out
- Social factors of the neighbourhood, associated with poor housing, limited access to open space, homelessness, drug use and the 'night-time economy'

CYCLE STORAGE

- From the current date up until the completion of Phase I there will be limited cycle storage as pedestrian movements in and out of the station area are a priority
- There are provisions, scheduled to be implemented during the course of Phase II to satisfy Network Rail's regulatory commitment for cycle storage in building B (See Page 223. Network Rail, Argent and London Borough of Camden are underactive ongoing review to consider a solution during the interim period.

CONSTRAINTS

- Current planning and development constraints e.g. Conservation Areas, UDP, Listed Building Consent.
- Underground constraints e.g. Fleet sewers, ventilation, proximity of LUL shallow tunnels and ticket hall office, utilities etc. (See basement level plan above)
- Value of Heritage of the site-buildings, gasholders, rail way heritage buildings in the wider context, artefacts
- Impact of surface modes of transport eg. Bus, proposed Tram, Taxi, Cycle, and Pedestrians.
- Surveillance and Security requirements; Network Rail is currently working with Transec to develop the security proposals for King's Cross station, which will be integrated within the detailed design when the proposals have been agreed with the key stakeholders including LBC.
- Vehicular proximity to infrastructure and the need for creation of a physical barrier.
- Introduction of a gating strategy
- Operational constraints for the emergency evacuation of the railway buildings and concourses (KXS and St Pancras)
- Landowner rights of access: LUL have right of access for the service of their Tube Ticketing Hall via the LUL ventilation shaft; King's Cross Central have secured a right of access across Southern Square and round the outer edge of the Concourse up through the lands north of King's Cross Station
- Potential Stakeholder constraints

ACCESS AND MOBILITY

Inclusive design provides for access for disabled people and also specifically, in accordance with needs of Mobility Impaired Persons (MIP) and of People with Restricted Mobility (PRM). It has been estimated that some 40% of the passengers at King's Cross mainline station will have luggage. (ref 'Owners Access Statement December 2006') and these will benefit from the provision made for disabled people and for People with Restricted Mobility.

Improved access and inclusive design principles are fully detailed in 'Access and Mobility Scheme Report, submitted to London Borough of Camden in August 2008 which was prepared in accordance with the terms of the Section 106 Agreement by David Bonnet Associates.

12. Drivers & Sustainability

DRIVERS

- St Pancras will operate as an international and national hub for visitors to the Olympic Village and onto other national Olympic venues. St Pancras is described as a key piece of the 'Nation's Infrastructure'. The shuttle service Javelin will operate from St Pancras to the Olympic Village in Stratford.
- To generate high calibre passenger facilities and amenities through appropriate retail development to create a world class 21st Century interchange.
- Lighting and activation of the space
- Legible, sequential signage and way-finding strategy to split passenger flows along the appropriate channels.
- Transformation and regeneration initiatives (KX programme is part of the Thames Link Programme)
- Enhance, complement and maintain listed buildings and railway heritage within the site

SUSTAINABILITY

- The regeneration of railway buildings, the expansion of public transport facilities and the creation of a major intermodal transport hub on an inner city site support one of the key planks of a strategy of sustainable urbanism.
- Encourage indirect and lower energy means of population dispersal - walking, safe secure bicycle storage at stations, cycle travel on mainline trains.
- Reduces the need for private cars by enhancing other modal interchanges
- Local car and cycle hire
- As detailed earlier the site contains a number of historic surface materials and fixtures. Efforts will be made to incorporate the salvaged material in the new landscaping scheme where practical, safe and appropriate to do so, taking into account of regulatory requirements for safe public access in the immediate vicinity of the station.
- Robust and low maintenance materials - galvanised guardrails, bollards; combined street and pavement lighting; co-ordinated galvanised signage poles; integrated cast iron signage throughout the public realm
- Create improved pedestrian environment through legible way-finding and efficient dispersal.
- Energy efficient lighting strategy
- Sustainable travel plans



13. Illustrative Masterplan

King's Cross Central is a 67 acre brownfield site situated between, and to the north of, King's Cross and St Pancras Stations in Central London. The development is being taken forward by developer Argent and land-owners London and Continental Railways and Exel. The plans submitted in September 2005 are for 7,960,000 sq ft of mixed use and mixed tenure occupation.

The proposals include business and employment space; new homes (up to 1946 in total); student housing; hotels and serviced apartments; shopping, food and drink; visitor, cultural and community uses, including a primary school, children's centre, pool and gym facilities, an indoor sports hall and 2 health centres.

Over 40% of King's Cross Central would be public realm, with 3 new parks, 5 squares and 20 streets, including new 'home zones'. There will be an emphasis on pedestrian movements with a focus on enhanced routes to permit full integration with the surrounding city environment.

The proposals also include:

- A new entrance to the London Underground;
- A bicycle interchange facility;
- 3 new bridges over Regent's Canal;
- The refurbishment of 20 historic buildings' structures, including four listed gas holder frames;
- 14 wind turbines, and other renewable energy methods;
- 20 new streets and 10 new public spaces; and streetscape improvements in the surrounding area.



Masterplan Proposals issued by King's Cross Central



Illustrative view of Regents Canal through the masterplan



Illustrative view of new building mass on Phase I and II of



Illustrative view of northern square and Phase I of KXSRP
The inclusion of a dedicated drop off canopy will not form part of the current proposals.

14. Canopy Design

South Taxi Canopy

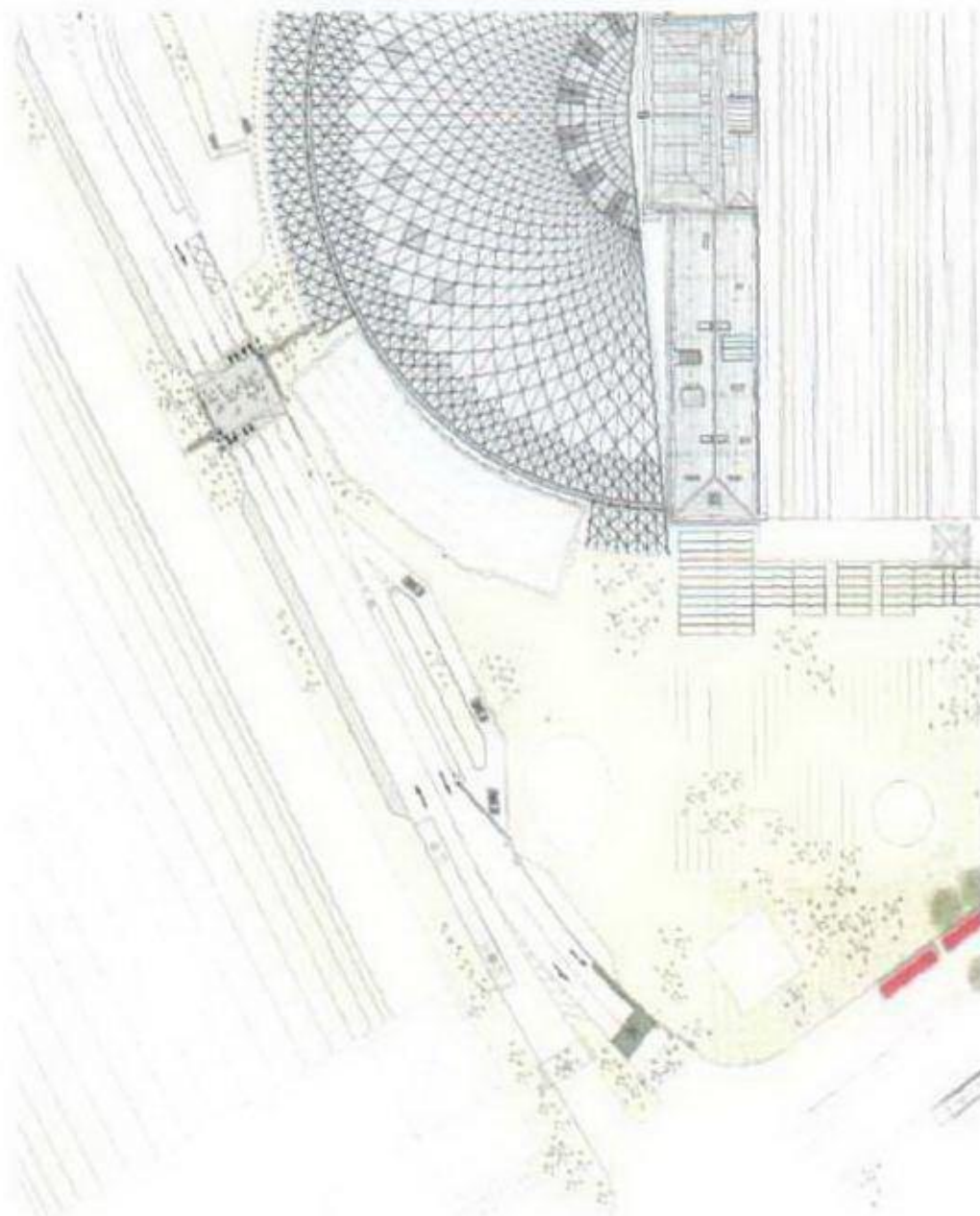
Pancras Road lies to the east of St Pancras Station and to the west of the new Western Concourse (under construction) to Kings Cross Station.

Pancras Road currently provides taxi drop off and pick up facilities for St Pancras Station. It is envisaged that it will also become the primary route for taxi movement to and from Kings Cross Station on completion of the redevelopment programme.

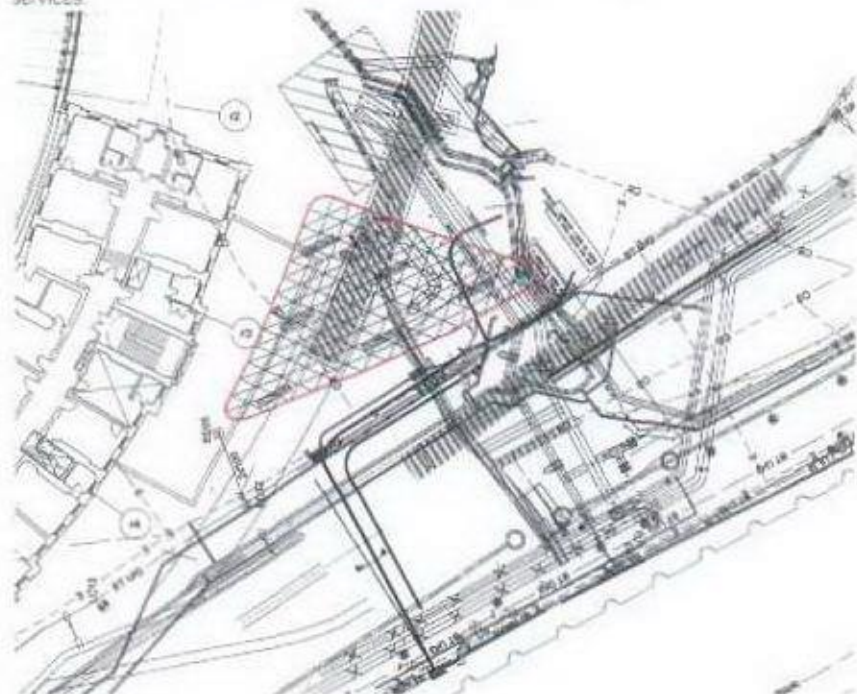
The new Western Concourse to Kings Cross Station will provide the principal entrance to the redeveloped station. New taxi drop off facilities, together with disabled parking spaces, are proposed adjacent to this entrance. The design and layout of these facilities has been discussed in detail with both the Highways Department at the London Borough of Camden and the operators of Kings Cross Station. These facilities will be located in close proximity to the "eyebrow" of the western concourse. It is not envisaged that additional protection will be required for disembarking passengers.

To the south of the western concourse an area has been identified for the location of taxi pick up facilities. During peak hours it is expected that demand will outstrip supply and consequently a designated queuing system will be provided. This will be separated into one queue for "shared" taxis and another queue for all others. Consequently protection will be required for passengers waiting for taxis during inclement weather.

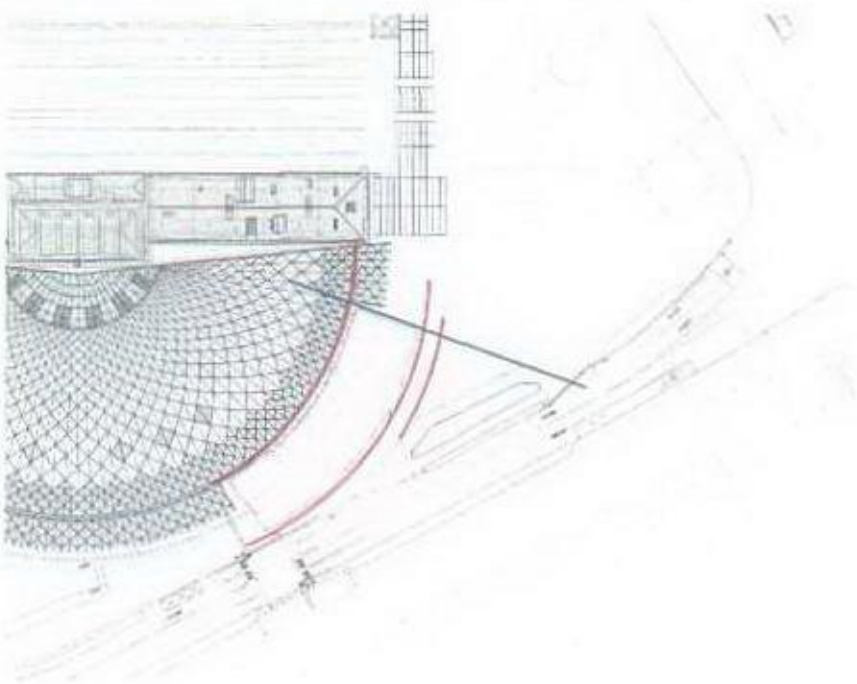
This protection will be provided by way of a discrete structure located in front of the Great Northern Hotel.



The extent of the Taxi Pick-up Canopy is constrained by not insignificant ground conditions, not least the Fleet Sewer, the North London Gas Main, the extended basement to the Great Northern Hotel and numerous other buried services.



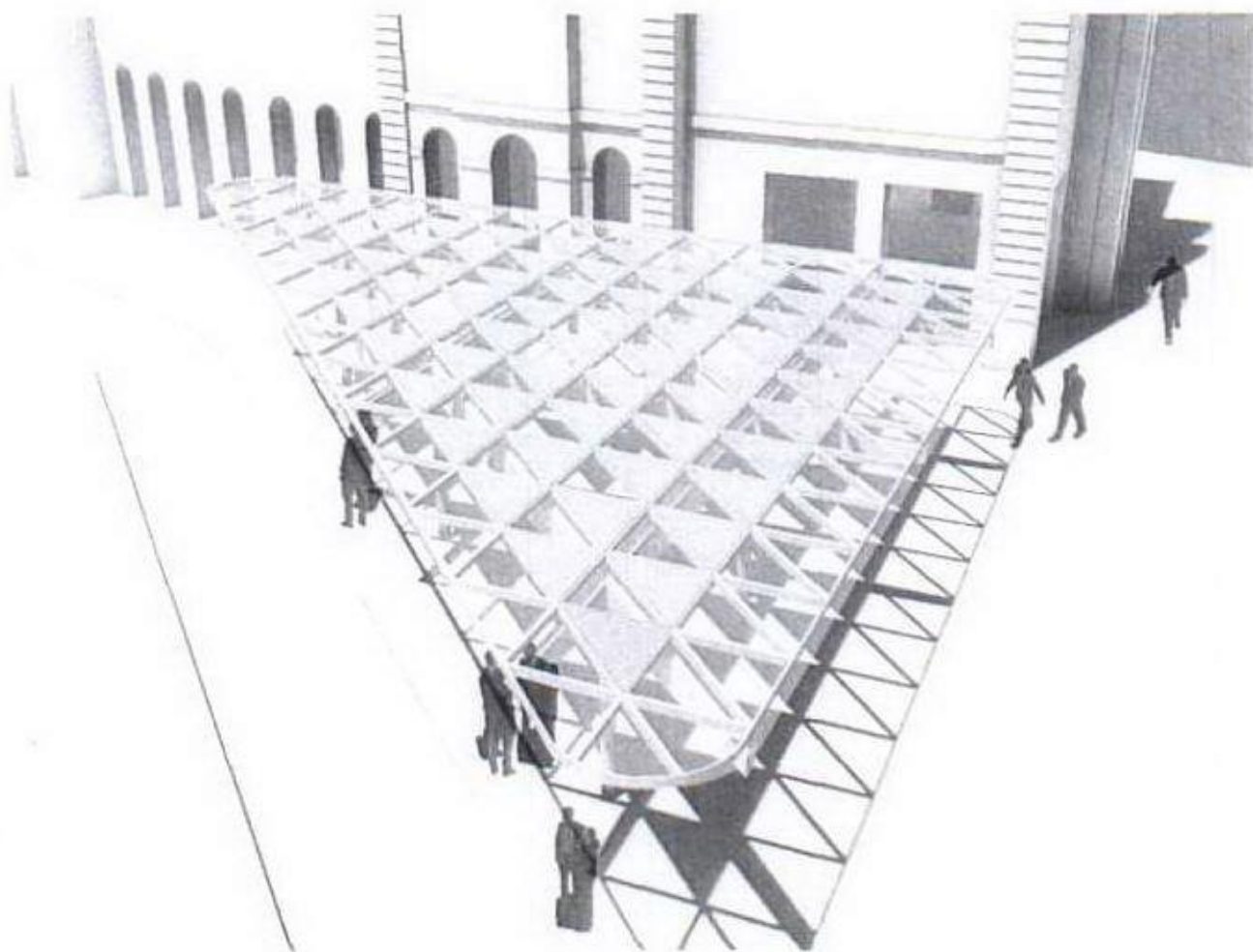
The design of the Taxi Pick-up Canopy has been discussed with both the London Borough of Camden and English Heritage. The curved southern façade of the existing Great Northern Hotel, the new Western Concourse roof and alignment of the drop off curb line provide strong "drivers" for generating form. In addition the eastern flank of the Great Northern Hotel was identified as an important edge. The diagramme below summarises these relationships.



The line of the Great Northern Hotel acknowledges the historic street alignment of Pancras Road. It was considered important that any new structure did not detract from the both the sweep of the façade of the Grade II Listed Great Northern Hotel and its presence. Some care has also been taken in providing as much separation between the proposed canopy and the hotel.

The appearance of the canopy will be contemporary in execution. It was considered that a "lightweight" design in modern materials would not compete with the solid masonry façade of Great Northern Hotel.

The design of the western concourse roof is an important consideration informing the design of the canopy. A similar palette of materials will be used incorporating a matrix of glazed and opaque panels. The triangular shape of these panels follows both the geometry of the western concourse roof and the triangular shape of the canopy as derived above.



A security threat has been acknowledged. Blast analysis will be carried out on the taxi pick up canopy during the course of further design development. This study will assess the effects of the blast and consider structural redundancy.

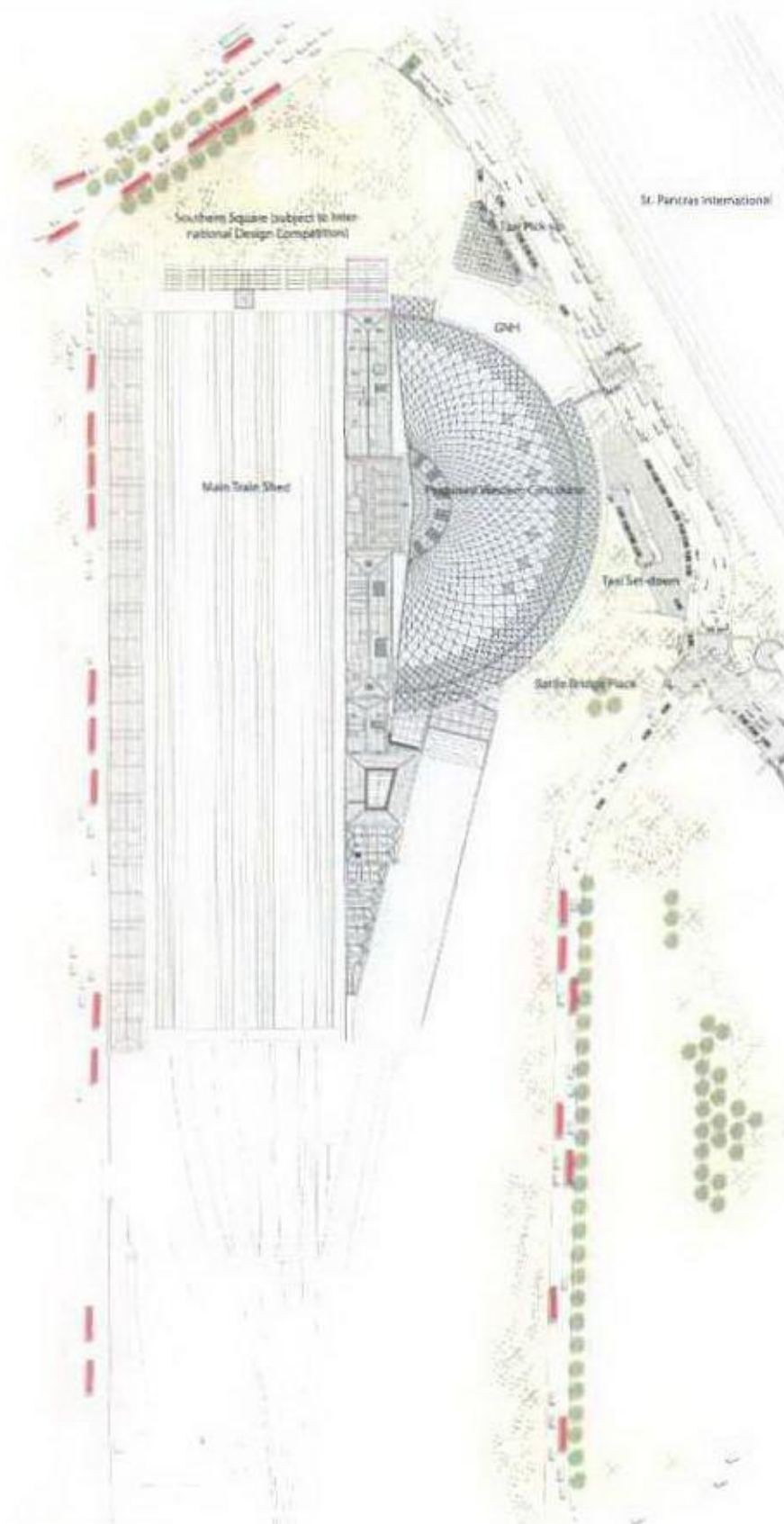
The use of a variety of panel types will allow the use of light and shadow to add a further dimension to the surface treatment beneath the canopy.

Following discussion with the Crossrail & CTRL Co-ordinator for NGG the presence of a subterranean gas main was identified. Consequently the roof of this canopy will be included to mitigate against gas build up.

It is envisaged that the proposed Taxi Pick-up Canopy, while fulfilling a functional requirement, will nevertheless be sympathetic to the context of both the historical and emerging built environments.



15. Materials Palette



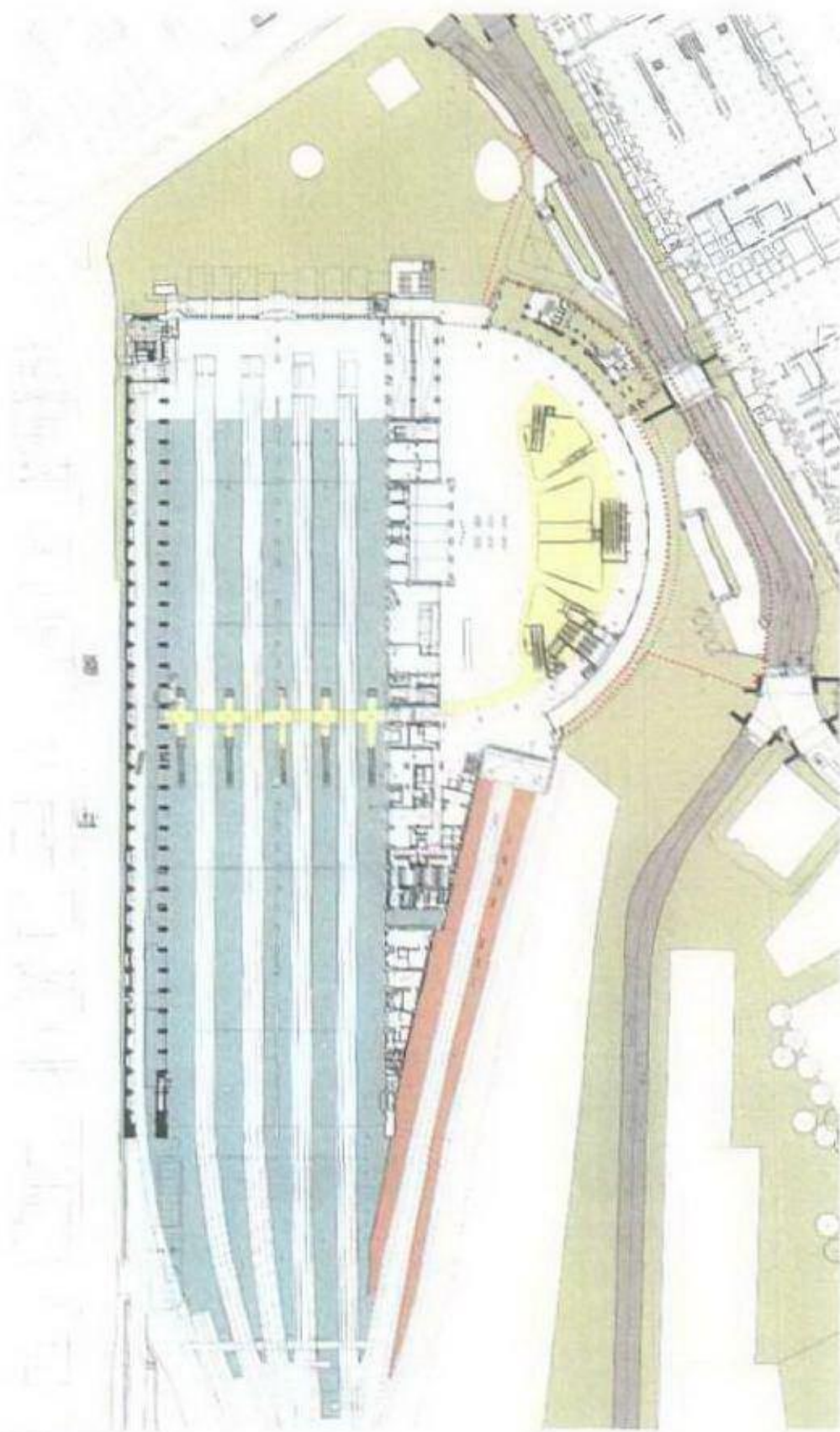
Illustrative masterplan

Overview

The Kings Cross site is a mosaic of complex uses and ownership boundaries. In order to effectively realise a coordinated design for the Western Concourse public realm we have closely studied the surrounding existing and proposed street materials.

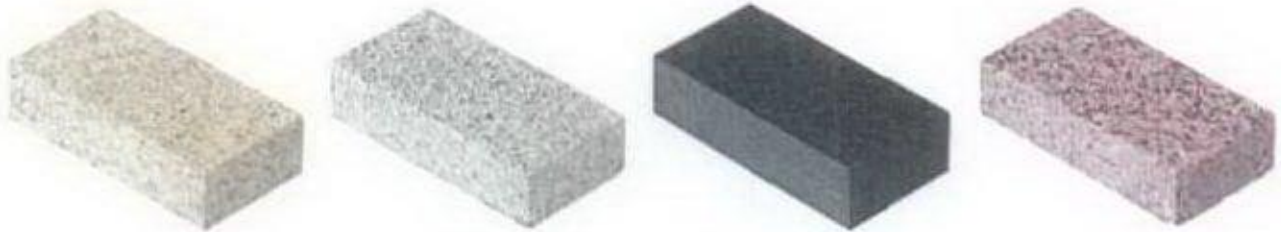
These external works form a small but important tile of the mosaic of the Kings Cross and St Pancras area and as such should be seamlessly integrated into it. We have consulted with adjacent developers and stakeholders to establish the palette of materials which express the high quality aspirations of the developing Kings Cross railway environment and respect the heritage of the area.

The successful detailing precedents within Pancras Road have been seen to withstand heavy vehicular traffic and high pedestrian flows, the design seeks to follow these examples to ensure a coherent, high quality and long-lasting public realm environment.



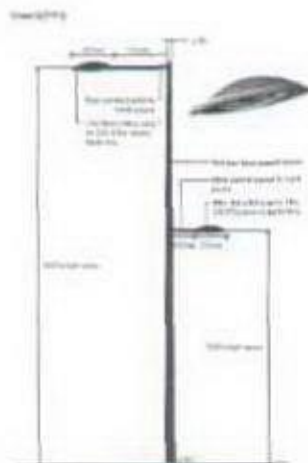
- Green Yorkstone slabs
- Granite setts
- Grey concrete tiles
- Platform finishes TBC
- Retarvit terrazzo tiles
- Macadam
- River Calfers slabs
- Package 7 application boundary

Paving materials context



200x100mm Vehicular granite sett - Colour mix 45% Beige 42% Silver grey 7% Black 6% Red

Typical Security Island Street Lighting



Standard street lighting pole with arm and lamp. When illuminated with warm white light.

Security Island



2000mm high security island with black base and top. 1000mm diameter. 1000mm high. 1000mm diameter. 1000mm high. 1000mm diameter.





Vehicular areas - Tax Set down and Pick up

200x100mm Vehicular granite set

This mix has been selected to match the existing granite in Pancras way to create a coherent language with the adjacent public realm work. The Great Northern Hotel service pty, within the tax set down, is delineated by use of the black granite only all granite as supplied by Hardcape Ltd, or similar approved.



Pedestrian and 'in-pavement' parking/waiting areas

600mm x random length Sawn Yorkstone and 200x100mm Sawn Vehicular Yorkstone

As with the granite, the native Yorkstone will be specified to meet the LBC design guide specifications. This material will be used as a pedestrian footway slab, this is substituted for a 200x100mm set around the disabled waiting and unloading bays. The Yorkstone sets and slabs are as supplied by Hard York Quarries Ltd, Bradford or similar approved.



Pavement edges and flush, surface delineation

Silver grey, fired, bowed granite kerbs - 300x915mm raised + flush, 150x915mm raised + flush

Standard kerb sizes will be specified throughout, they are used as a robust and high quality kerb edge as well as a delineation method. The 300x915mm will be used to supplement the black granite to designate the Great Northern Hotel service area.



Tactile Crossing points

River Caithness Stone - 400x400mm including 'Top Grip' Stainless steel tactile studs

These have been specified to match the crossings as already installed in Pancras Road. The black stone acts as the contrast element, with the addition of the studs will serve as a legible and safe road crossing point for the blind and partially sighted.

Caithness stone supplied by EBS Ltd, or similar approved

Top Grip' Stainless steel studs supplied by Rockman Europe Ltd, or similar approved

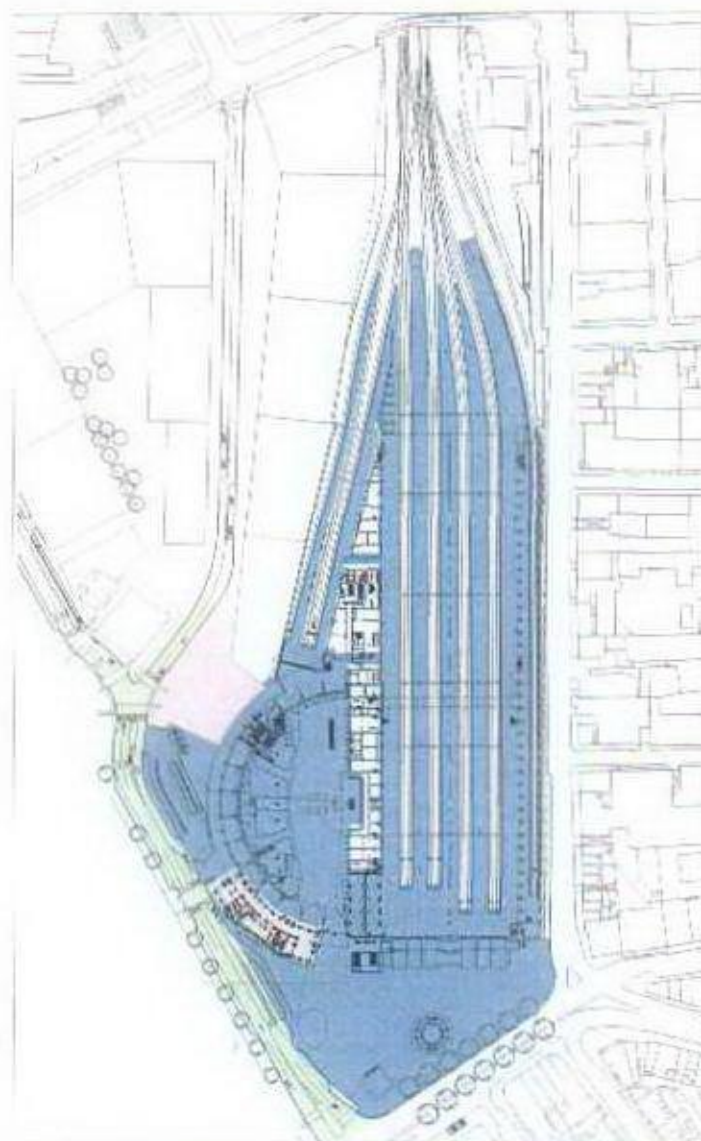


400 mmx random length Flamed Blue grey granite slab



Bespoke Black granite threshold detail to Western concourse facade.

16. Implementation



Maintenance Responsibilities

■ Network Rail
■ King's Cross Central
■ Highways/TFL
■ Local Authority

STRATEGY FOR RESTORATION OF THE PUBLIC REALM (Section 106 Agreement)

The purpose of this is to state Network Rail's intentions with respect to reinstating the Public Realm at King's Cross Station consequent upon the redevelopment of the station, expected to complete in 2013. The document provides information relating to Network Rail's planning obligations and covenants with the Council under the Section 106 Agreement (Town and Country Planning Act 1990 (as amended)) and Section 278 of the Highways Act 1980 signed on 9th November 2007 and sets out Network Rail's intentions and programme for delivery of the public realm, of which the Southern Square forms a significant part.

The Section 106 Agreement requires that Network Rail submit their Public Realm Strategy in two distinct phases, with specific requirements for timing of submissions. This document covers both Phase One and Phase Two undertakings together however, because it is recognised that while the two phases are necessarily driven by different objectives, it is essential to the successful delivery of the public realm that the two phases are carefully integrated from the outset.

The Phase One Strategy (S106 Clause 2.66) is applicable to the public areas around the perimeter of the excluding the Southern Square. Under this phase of the Public Realm Strategy, Network Rail undertakes to create a high quality public space around the perimeter of the station and, specifically, sets out parameters for the immediate local environment for facilitating free public passage and congregation, as well as facilities for the arrival and / or onward movement of passengers at King's Cross Station. During the Phase One strategy Network Rail will also work with the London Borough of Camden to establish practical project management arrangements for the Southern Square competition.

The Phase Two Public Realm Strategy (S106 Clause 2.67) relates to areas to the south of the station including the area bounded by Euston Road to the south from Gray's Inn Road to St Pancras Road and the Southern façade of the KX station shed to the north. Under the heads of terms agreed between Network Rail Infrastructure Limited and London Borough of Camden, provisions were made for an International Design Competition for the Southern Square at King's Cross and the Phase Two strategy relates to the procurement of this competition and subsequent delivery of the Urban Landscape Design.

The Phase Two strategy also provides information, as requested by the London Borough of Camden, concerning the spending by Network Rail of the sum of £6,000,000 in accordance with the Public Realm Strategy for the Urban Landscape Design.

PHASE ONE – PUBLIC REALM STRATEGY (CLAUSE 2.66)

The key external stakeholder interest in the development of Phase 1 include:-

King's Cross Central, Transport for London (TfL), the Public Carriage Office, London Borough of Camden, London Underground Limited (LUL), the Commission for Architecture and the Built Environment (CABE).

Design integration with the King's Cross Central Development (clause 2.66 (a))

In addition to general stakeholder consultations, Network Rail has set up a series of design reviews with Argent's public realm designers for King's Cross Central to establish possible commonalities of approach for key elements adjacent to the station on the west side (excluding the Southern Square) where the two development meet.

The reviews involved on-going iteration of designs for the areas in the immediate vicinity of the station until submission of Network Rail's final design for the public realm to London Borough of Camden for approval, in accordance with condition 3 of the KXSRP planning consent (Ref No 2006/3387/P). Once agreed the proposed design for the Public Realm Phase I (PRP1) will be discussed with the design team for Public Realm Phase II (PRP2), and a design forum will be held to ensure the successful integration of the two designs.'

Public Access (clause 2.66 (b))

For the duration of the construction phase of the KXRP Network Rail will establish staging plans that will permit controlled access and egress to the station.

Western Concourse access in 2012 (clause 2.66 (c))

The current KXRP programme is scheduled to complete the new Western Concourse before the Olympics 2012. This includes the creation of the permanent public access arrangements to the new concourse. In the event of unexpected temporary impediments to access, arrangements will be implemented that conform to those outlined in Clause 2.66 (b) above.

Management and maintenance (clause 2.66 (d))

Under the licence agreement with King's Cross Central, Network Rail will need to agree the long-term management and maintenance responsibilities of the public areas around the station perimeter. The council is not responsible for the associated management and maintenance costs.

Delivery of the public realm (clauses 2.66 (e-f):

The current project milestones are given below under clause 2.67 (d) , identified as five Public Realm Phase I stages.

Review and monitoring (clause 2.66 (g))

Network Rail will internally review and amend the strategy as necessary on a six monthly basis. This will precede review of the strategy with the Council during normal project progress meetings for the duration of the programme.

17. Consultations

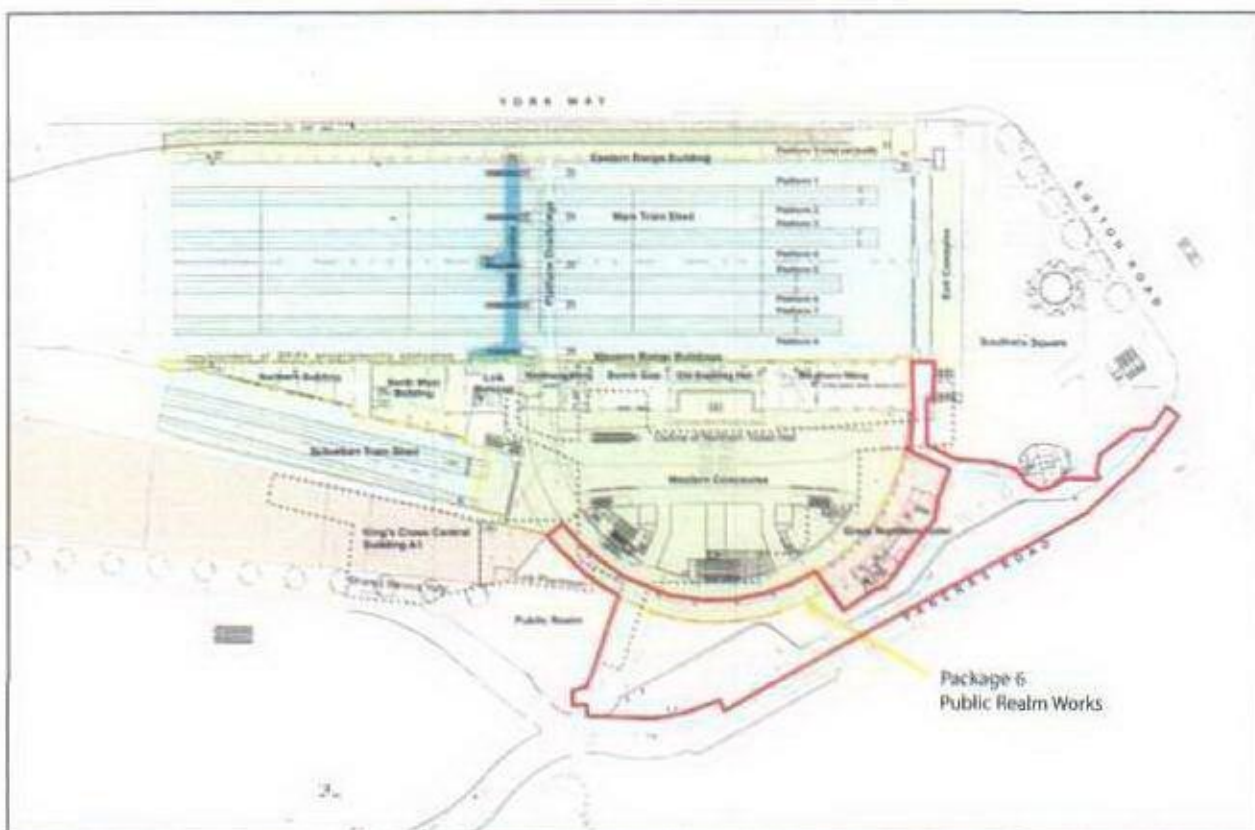
Following consultations broad approval for the proposals has been gained following the following Stakeholders:

- LBC Highways
- LBC Planning
- English Heritage
- Train Operating Companies (TOC's)
- British Transport Police (BTP)
- Legible London
- Crossrail & CTRL Co-ordinator for NGG
- Network Rail
- Argent
- London Underground Ltd
- Centre For Protection of National Infrastructure (CPNI)
- London Fire and Emergency Planning Authority (LFEPA)
- Transport for London (TFL)
- Commission for Architecture and the Built Environment (CABE)
- London

Appendices

Drawing List

KX6-CLD-7050 1:10 Paving Detail
KX6-CLD-7051 1:10 Paving Detail
KX6-CLD-7052 1:10 Paving Detail
KX6-CLD-7057 1:10 Bollard Detail
KX6-CLD-7058 1:10 Bollard Detail
KX6-CLD-7063 1:10 Signage Detail
KX6-CLD-7064 1:10 Guardrail Detail
KX6-CLD-7065 1:10 Queuing Detail
KX6-CLP-7000 1:500 Public Realm Masterplan
KX6-CLP-7001 1:100 GA
KX6-CLP-7002 1:100 GA
KX6-CLP-7003 1:100 GA
KX6-CLP-7004 1:100 GA
KX6-CLP-7005 1:100 GA
KX6-CLP-7006 1:100 GA
KX6-CLP-7007 1:100 GA
KX6-CLP-7100 1:100 Taxi Pick Up Canopy Roof Plan
KX6-CLD-7101 1:20 Taxi Pick Up Canopy Section
KX6-CLD-7102 1:100 Taxi Pick Up Canopy Elevation East



ARUP

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King's Cross Station Redevelopment Location Plan Figure 1