

Granary Square 2017/4642/P

Thanks for consulting TfL on this planning application.

The original masterplan consent for the Kings Cross regeneration scheme included a £500,000 Section 106 (S106) contribution to TfL for establishment of a bus service to serve the northern part of the site.

The development proposal now submitted has urban design and public space merits which align well with the new TfL Healthy Streets approach. However it would also preclude the extension of bus route 63 via Kings Boulevard and Granary Square. This was negotiated as part of the original S106 agreement as it was then deemed essential to make the wider Kings Cross masterplan acceptable in strategic transport terms. Furthermore, no viable alternative bus route has been proposed by the applicant to replace it, either in this application or during discussions between TfL, the Council and the applicant prior to submission.

The £500,000 S106 contribution originally agreed should therefore still be paid to TfL by the applicant. If a new bus route cannot be agreed prior to determination, the sum should be spent at TfL's discretion on Healthy Streets measures and infrastructure including but not limited to a new Cycle Hire docking station, Legible London signage across the site, and other improvements to walking, cycling and public transport connectivity and journey experiences in the local area. Safeguarded land for a new docking station may also be required within the applicant's landownership boundary.

TfL seeks further discussions with the applicant and Council to confirm the above arrangement. TfL objects to the planning application in its current form as essential strategic transport mitigation will not be secured by the Council if consent is granted.

TfL also seeks confirmation the square would at all times of day be permanently shut to all vehicles except emergency vehicles if buses cannot use it. This should be secured by appropriate planning obligations. Servicing should also continue to be strictly limited to outside periods of peak pedestrian congestion, as secured in the original planning consent.

Finally the applicant and Council should liaise with the Metropolitan Police and consider the potential for acts of terrorism involving vehicles driving into crowds.

Kind regards,