

Submission Statement with Design & Access Statement

Stable Street Traffic Management King's Cross Central

King's Cross Central General Partner Ltd

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**KINGS
CROSS**

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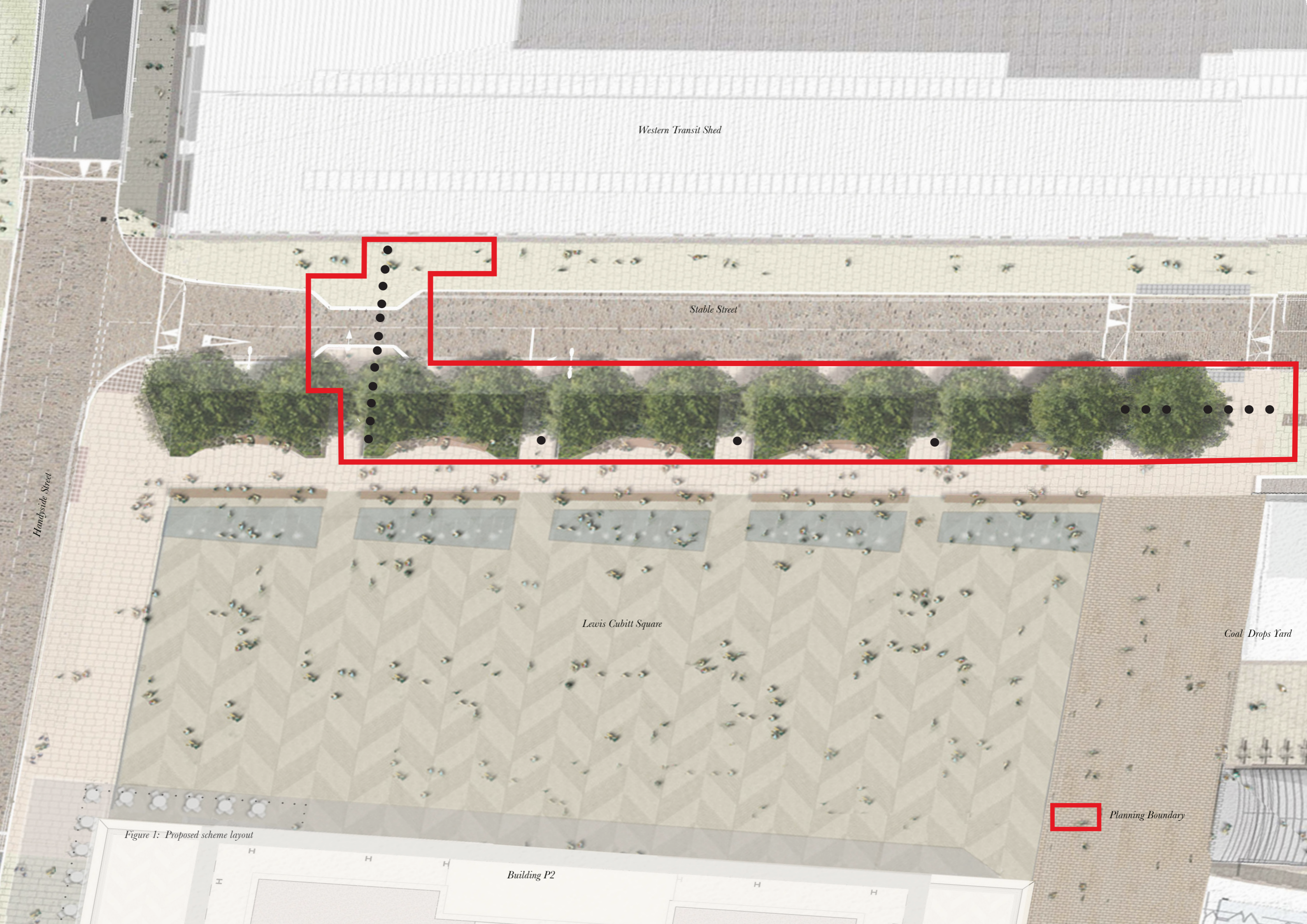
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Western Transit Shed

Stable Street

Lewis Cubitt Square

Coal Drops Yard

Planning Boundary

Figure 1: Proposed scheme layout

Building P2

Honchyside Street

Introduction and Summary of Proposals

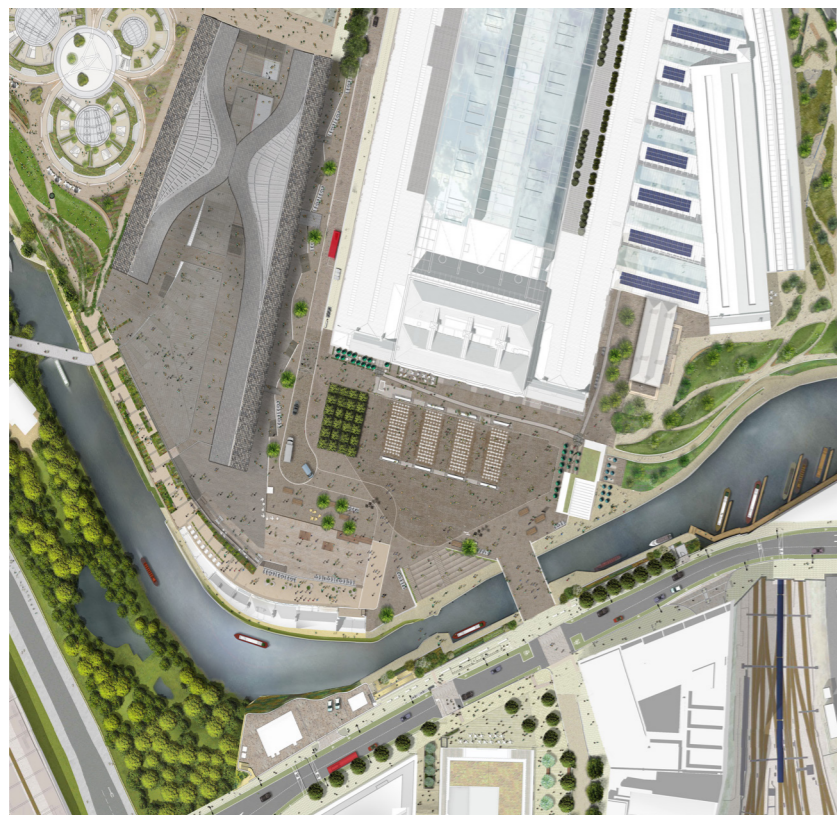


Figure 2: Approved Granary Square masterplan

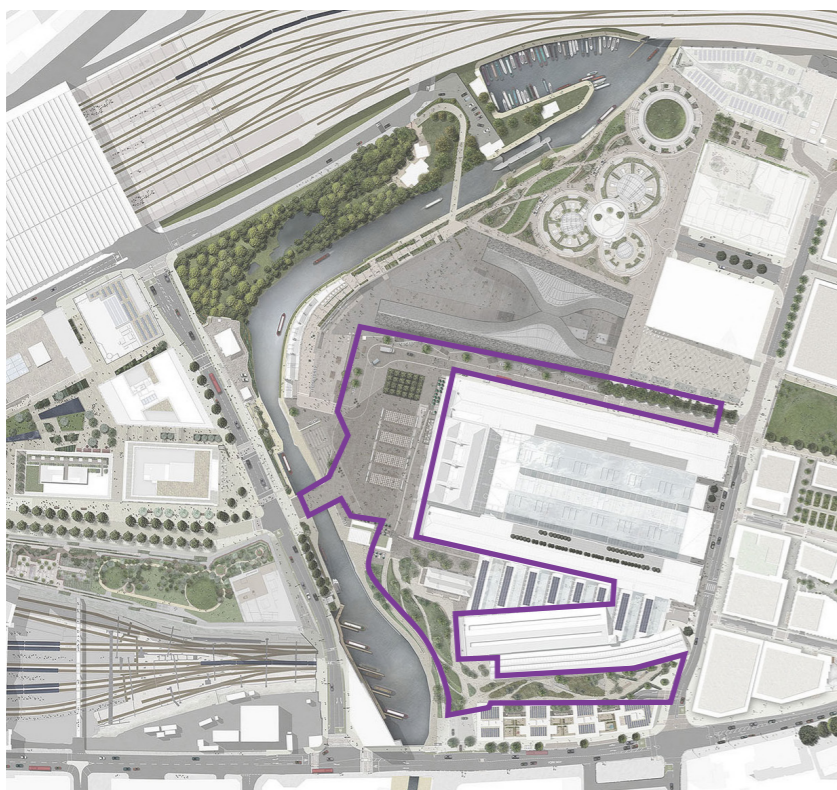


Figure 3: Central pedestrianisation zone

This document forms the Submission Statement (including the Design and Access Statement) to support the planning submission for the introduction of traffic management measures at the northern end of Stable Street. This document also includes the drawings for approval in Section 4.0.

Stable Street is located in the northern part of the King's Cross Estate. In its current form, it is a north - south street with a junction at Handyside Street in the north and terminates at a turning circle at its southern end on the edge of Granary Square.

Details for Stable Street were approved in 2008 as part of the Reserved Matters approval for the Eastern Goods Yard (EGY) with reference 2007/5228/P, and amended to revise on-street servicing arrangements and detailed layout of the footway along Stable Street with reference 2012/4348/P. These works were completed in 2012. Further changes that complement the current traffic management proposals are the introduction of a turning circle at the southern end of Stable Street and the pedestrianisation of Granary Square approved in 2017 (Reference 2017/4642/P). This arrangement is illustrated in Figure 2.

Following the ongoing success of the development, King's Cross Central General Partner Ltd (the "Applicant") appointed a design team consisting of Townshend Landscape Architects and PBA Engineers to advise on ways in which traffic movements could be further controlled in the most heavily populated areas of the site and to support the approved servicing strategy for the Coal Drops Yard and Fish and Coal Building, which are both now operational.

The initial work carried out identified a central zone around the Granary Building which had some points of control, but could be added to in order to create a single zone where vehicles are controlled and pedestrians prioritised with minimal visual clutter.

This central zone, shown in Figure 3, includes the vehicle control elements which are currently in place along Wharf Road, under the Handyside Canopy, and at the bridge on Goods Way as part of the recently approved planning submission to pedestrianise Granary Square with reference 2017/4642/P.

As Granary Square and Stable Street have high pedestrian footfall throughout the year, which is expected to increase following the opening of Coal Drops Yard in October 2018, the addition of traffic management in the form of fixed and retractable bollards at the northern end of Stable Street will improve the pedestrian prioritisation of these areas and assist with the management of service vehicles.

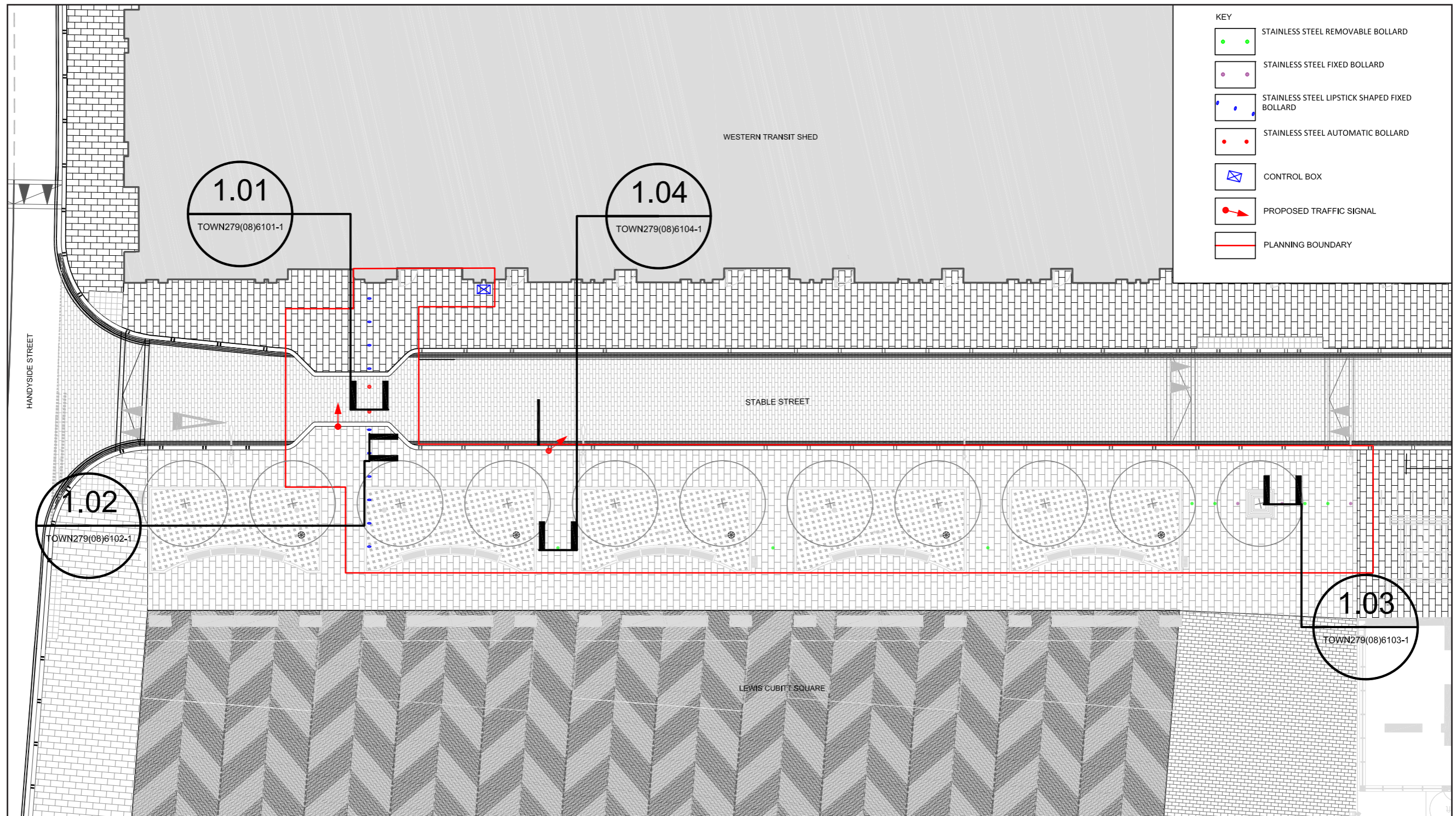


Figure 4: Proposed scheme layout including surface finishes.



Figure 5: Existing pedestrian use of Stable Street



Figure 6: Example of bollard use on Whatf Road, Kings Cross

The design for the introduction of traffic management elements on Stable Street has been developed to use the landscape features that are currently in place within the street or wider public realm as the basis of the proposed layout.

Stable Street provides a vehicle, cycle and pedestrian route between Handyside Street at the north and Granary Square to the south. The layout proposed will ensure that these movements are maintained but with vehicle access managed outside defined servicing hours. Vehicles using Stable Street service the offices and retail along Stable Street and in the Fish and Coal Building and the Coal Drops Yard retail. The route also provides taxi and other drop off facilities to the retail and the University of the Arts London (UAL).

Vehicle numbers using Stable Street have been reduced by the recently constructed turning circle at the southern end of Stable Street which altered Stable Street from a one way through route between Handyside Street and Goods Way to a two-way cul-de-sac. This change was approved as part of the Granary Square pedestrianisation (referred to in Section 1.1).

However, further traffic measures are desirable on Stable Street to restrict vehicles to agreed servicing times to create a more pedestrian prioritised environment on Stable Street and to offer additional protection to users of spaces such as Granary Square.

Access for vehicles will be restricted by a line of bollards running between the facade of the Western Transit Shed and the existing planters which frame Lewis Cubitt Square (as shown on Figure 4 on previous page). The bollards on the carriageway will be automatic rising bollards to allow managed vehicle movements outside of servicing hours of 6-10am. These times were previously approved as part of the servicing and refuse strategies for the relevant building reserved matters submissions.

The Stable Street carriageway will be narrowed by building out the footpath to allow priority access from the north during servicing hours and intercom access at other times. Two way cycle access along Stable Street is also maintained. Sufficient space is provided between the bollards at the northern end of Stable Street to maintain traffic movements on Handyside Street.



Figure 7: Existing view along Stable Street

Material Palette

The palette of furniture has been selected to reflect those elements which are already on site at King's Cross. The stainless steel bollards alongside Lewis Cubitt Square will match those that have been installed along Wharf Road, towards York Way. The finishes of the Lipstick shaped fixed bollards and the rising bollards will be specified as stainless steel to match these. A contrasting strip will be used to ensure the bollards are visible to the visually impaired.

- Stainless Steel removable bollard
- Stainless Steel fixed bollard
- Stainless Steel Lipstick shaped fixed bollard
- Stainless Steel Automatic Retractable Bollard
- Footpath build out- 300mm wide granite kerb to be extended around the pavement which will be surfaced with yorkstone and granite paving to match the existing pavement finishes

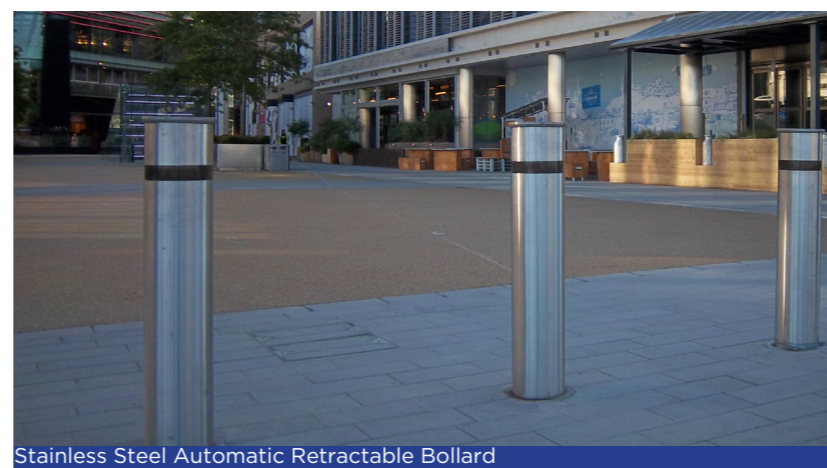
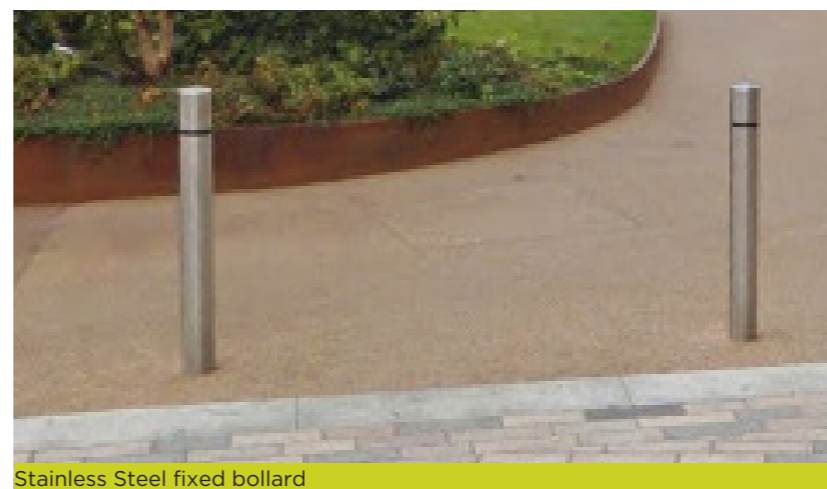
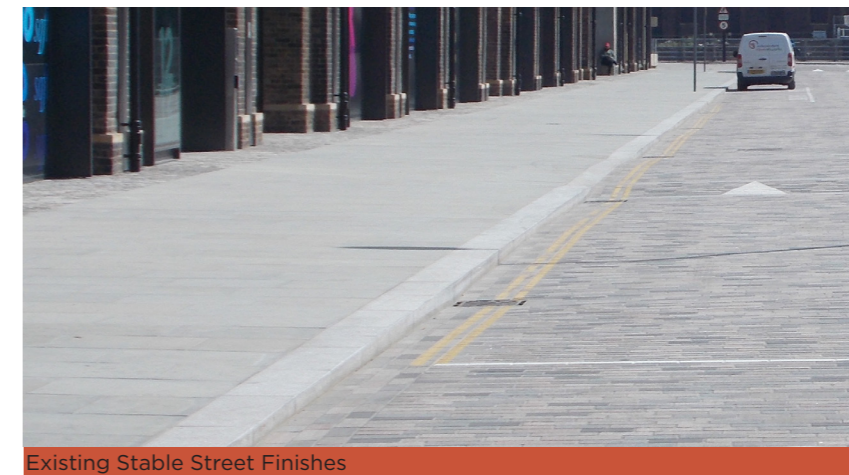
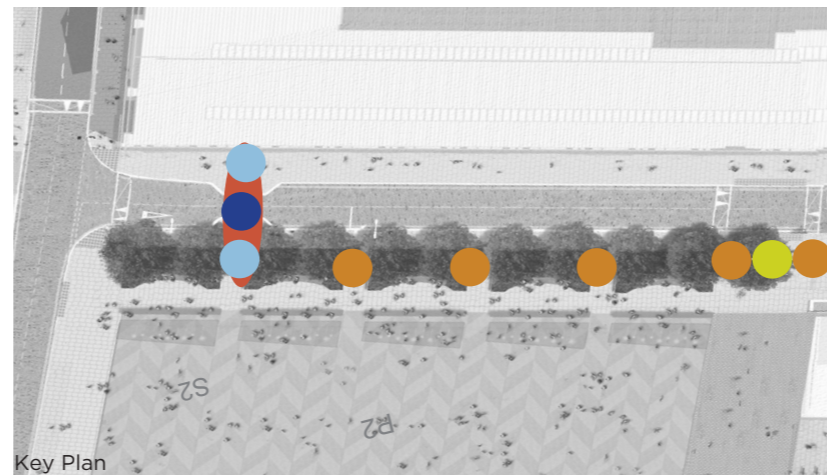




Figure 8- Indicative view of Stable Street looking towards Handyside Street with proposed bollards



Figure 9- .Existing Lewis Cubitt Square and Stable Street

Accessibility for the physically and visually impaired is not altered by the introduction of the bollards. The existing raised crossings which provide flush access across Stable Street are maintained and the pavement width is not reduced. The proposals do not alter any kerb heights on Stable Street and the current crossing point locations along Stable Street do not change.

The proposed different types of bollards including removable, fixed and automatic are designed to include a contrasting strip to ensure the bollards are visible to the visually impaired. Furthermore, the proposed locations do not impact upon pedestrian and cycle access and only affect vehicular access outside of servicing hours.

Along the eastern edge of Cubitt Square, the existing timber benches will be supplemented with bollards between the planters to restrict vehicle access to Cubitt Square. These bollards will be removable to provide flexibility during events.