King’s Cross Central

Revised Main Site Development Specification
Revised Annex D: Landscape Proposals Plans

Argent (King’s Cross),
London and Continental Railways
and Exel

September 2005
LANDSCAPE SCHEME COMPONENTS

- High-quality paving across pedestrian areas to aid comfortable pedestrian flow with benches and bus stops at appropriate intervals.
- Areas with paving variations demarcating sub-spaces within public realm.
- High-quality paving to integrate with landscaping around King's Cross Underground Station and King's Cross Station.
- Continuity and low-level planting with stone surfaces to match high-quality paving and granite kerbs to clearly demarcate the edges.
- Tree planting along the facades of St Pancras Station.
- Smooth surface to facilitate easy pedestrian movement and provide areas for King's Cross Station servicing vehicle movement prior to completion of a shared service yard in Development Zone A.
- Area that may accommodate King's Cross station service bays prior to completion of a shared service yard in Development Zone A.
- Opportunity for seating associated with ground floor building uses.
- Stairs to/from King's Cross Underground Station Northern Ticket Hall.
- Zone for canopy structures to provide shelter for pedestrians at level drop-off and pick-up points.
- Area covered by Landscape Proposals Plan.

The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of deviation from the submitted revised Masterplan Plan. Provide details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

The detailed highway configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPP101K STATION SQUARE
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:1000 (A4)
TOWN & COUNTRY ARCHITECTS.
LANDSCAPE SCHEME COMPONENTS

- High quality paving across pedestrian areas to aid comfortable pedestrian flow with benches and bus stops at appropriate intervals.
- Areas with paving variations demarcating sub-spaces within public realm.
- High quality paving to integrate with landscaping around King's Cross Underground Station and King's Cross Station.
- Concrete ways and bed-lay bys with stone surfaces to match high quality paving and granite kerbs to clearly demarcate the edges.
- Tree islanded around King's Cross with blacktop surface.
- Concrete ways with blacktop surfaces and granite kerbs.
- Area of large trees to be planted no closer than 2m from the kerb and 5m from the buildings. Organic arrangement to allow comfortable, unobstructed pedestrian flows and provide contrast to the busy space.
- Tree planting along the facade of St Pancras Station.
- Smooth surface to facilitate easy pedestrian movement and provide areas for King's Cross Station servicing vehicle movement prior to completion of a shared service yard in Development Zone A.
- Area that may accommodate King's Cross station servicing bay prior to completion of a shared service yard in Development Zone A.
- Opportunity for seating associated with ground floor building uses.
- Stairs to/from King's Cross Underground Station Northern Ticket Hall.
- Zone for canopy structures to provide shelter for pedestrians at taxi drop-off and pick up points.
- Area covered by Landscape Proposals Plan.

The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of deviation from the submitted revised Master Plan. Provide details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

The detailed highway configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPP1018: STATION SQUARE
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:1000 (A3)
TOWNPlan070801A 505 BOWLING HEND LANDSCAPE ARCHITECTS

Pedestrian Square
Focal Point
Road decaracation
Pedestrian area with trees and feature benches
LANDSCAPE SCHEME COMPONENTS

- High quality pedestrian surface with seating provided at 50m intervals.
- Areas with paving variations demarcating sub-spaces within public realm.
- Carriageway with stone surface to match high quality paving.
- Water features to emphasise the level changes within the site. Water planes would shift across the site accentuating the downward slope and fall in level towards Station Square. Step changes in the levels would provide opportunities for bench seating and moving / falling water.
- Possible location of bridges across the water.
- Area for trees to introduce height, texture, shade and shelter whilst retaining important views and accommodating pedestrian movement flows.
- Possible location of raised level paved terraces to accommodate outdoor seating associated with ground floor building uses.
- Area covered by Landscape Proposals Plan.

ZONES

- The 'Piazza' Zone - A place for stopping, waiting, meeting, greeting, resting, dreaming, and thinking. Slow down, rest and recover in this 'piazza' zone.
- The Water Activator - Moving, shimmering, shining, milling, dancing, drifting water activates and animates this area. Water is bold, bright, playful and fun.
- The Connector - A place for moving faster, walking, running, getting to work, going home, connecting to other places within the development.

The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and levels of deviation, from the submitted revised Parameter Plans.

Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.
LANDSCAPE SCHEME COMPONENTS

Two way blacktop carriageway with granite kerbs for buses, taxis and cycles.

High quality paving across pedestrian areas to aid comfortable pedestrian flow. Seating to be provided at 50m intervals. Bus stops to be located at appropriate intervals.

Carriageway with stone surface to match high quality paving and granite kerbs to clearly demarcate the edges.

Line of tree planting to flank the building frontages to emphasise movement and views along the Boulevard.

Possible location for outdoor seating associated with ground floor uses.

Area covered by Landscape Proposals Plan.

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The detailed highway configuration would also be confirmed later.

KING’S CROSS CENTRAL
LPP103: SOUTHERN BOULEVARD
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:750 (EA)
TOWNSEND & YOUNG TOWNSEND LANDSCAPE ARCHITECTS
The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of deviation, from the submitted revised Parameter Plan.

Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features, would be submitted later.

The detailed highway configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPP105: PANCRA'S ROAD
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:750 (A3)
TOWNSEND & R YOW TOWNSEND LANDSCAPE ARCHITECTS
The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of elevation, from the submitted revised Parameter Plans.

Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

The detailed highway configuration would also be confirmed later.

**KING’S CROSS CENTRAL**

**LPP105: GOODS WAY**

**REVISED LANDSCAPE PROPOSALS PLAN**

SCALE 1:750  (8A)

TOWNSEND TOWNSEND LANDSCAPE ARCHITECTS
The basis drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of deviation, from the submitted revised Parameter Plans.

Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.
LANDSCAPE SCHEME COMPONENTS

- Carriageway with granite setts and granite kerbs, reusing existing materials where possible. Bus stops to be accommodated at appropriate distances.
- Ramped route down to the Coal Drops. Existing stone setts to be reused where practical to reinforce character of the area.
- Existing stone surface of the lower Coal Drops to be re-used as far as practicable. Character of area to be retained and footprint of the Pimlico viaduct to be retained in the paving. Smooth stone routes to be demonstrated for ease of access for all. Surface to be suitable for activities throughout the day and into the evenings.
- Pedestrian walkways along the upper level of the Coal Drops viaduct with re-used setts where practical or at high quality alternative maintaining comfortable access for the disabled, elderly, and people with prams.
- Seating to be provided at 50 m intervals.
- Tactile surface at upper level. Reclaimed granite setts to be used where practicable.
- Pavement with high quality stone paving. Seating to be provided at 50 m intervals.
- Areas for tree planting along main routeways to create visual links and emphasise edges and movement. Each line to use a consistent size of tree planted no closer than 1.5m from the kerb edge of the alighting carriageway. 7m from the next tree to be planted away from underlying basement zones.
- Possible outdoor seating areas associated with building uses.
- Possible location for outdoor street stands, markets and other events.
- Feature steps into the Coal Drops from Cabot Square.
- Indicative location for pedestrian connection from Lower Coal Drops to tow path through arches at lower level.
- Area covered by Landscape Proposals Plan.

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Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

KING'S CROSS CENTRAL
LPP105: COAL DROPS
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:750 (A3)
TOMA3700/A3 YO'S LANDSCAPE ARCHITECTS
LANDSCAPE SCHEME COMPONENTS

- "Flux Park" to be developed within the structure of Gas Holder No B. To incorporate flexible, hard playing surface, amphitheatre style seating, storage space for sports and play equipment, one or more community function rooms and public conveniences. Enclosure of space provided by a walkway ramp along internal perimeter of the gas holder, with platform levels.

- Pathway incorporating level changes. Predominantly soft landscaping with areas of tree planting to accommodate a series of activities and more secondary uses. Refer to Parameter Plan KHC06 for priority zones for native species planting.

- Paths through landscaping incorporating level changes between the towpath and Holder Street.

- Areas for tree planting in hard landscaping. Trees to be no closer than 6m from the plot edges.

- Pedestrian area to be paved in a high-quality finish.

- Trafficable surface at upper level. Reclaimed granite setts to be reused where practicable.

- Tow-path to be rehabilitated. Refer to Landscape Proposals Plan LPF109.

- Water feature associated with Gas Holder Toilet development.

- Feature steps providing seating opportunities along the level changes between the towpath and 'Flux' Park.

- Paving with high-quality pavements.

- Ramped access from canal tow path to have a gradient of no more than 1:20.

- Area covered by Landscape Proposals Plan.

The above drawing includes, for reference purposes only, information about development zones, access and circulation rules and limits of deviation, from the submitted revised Parameter Plans.

Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

KING'S CROSS CENTRAL
LPF109: GAS HOLDERS
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:750 [1:43]
TOWNDESIGN CONSULTANTS
LANDSCAPE SCHEME COMPONENTS

- Pavement with high quality stone paving. Seating to be provided at 50m intervals.
- Carriage-way with stone surface and granite kerbs to complement adjacent surfaces. Bus stops to be accommodated at appropriate intervals.
- Sealed gravel trafficked surface around Cubitt Park.
- Cubitt Square: Pedestrian square with hard wearing pedestrian surface. Square to be adaptable and suitable for various activities throughout the day and into the evenings. Seating to be provided.
- Pavements with high quality pavers. Seating at 50m intervals along principal routes.
- Cubitt Park: Continuous grass surface useable for a range of informal recreational activities and large events.
- Areas for tree planting along main routes. Each line to use a consistent size of tree planted no closer than 1.5m from the kerb edge of the aligning carriage-way. 7m from the next tree.
- Areas for tree planting within Cubitt Park. Each line to use a consistent size of tree planted no closer than 1.5m from the kerb edge of the aligning carriage-way. 7m from the next tree.
- Area of predominantly grass surface and tree planting to provide visual connections to Cubitt Park at the north, with a paved route to provide a pedestrian link between the Coal Drops and Cubitt Park.
- Loggia structure to provide a visual focus to the square.

Areas covered by Landscape Proposals Plan.
LANDSCAPE SCHEME COMPONENTS

- Carriageway with loose top surface and granite setts.
- Pavements with good quality paving. Minimum pavement width to be 3m on both sides. Bus stops to be accommodated at appropriate intervals along bus routes. Seating to be provided every 50 metres.
- Opportunity for on-street parking bays. Bays to have surface finish which differentiates bays from main carriageway, using existing materials where practicable. Spaces along western side of carriageway to be interspersed with tree planting.
- Area for tree planting along western edge of the carriageway to unify the street at lower level and draw the eye towards the canal. Trees to be planted no closer than 1.5m from each other.
- Area for tree planting in a strip along the junction with Goods Street. Trees to be planted no closer than 5m from the plot edge and must allow a clear route of 4m between development zones T and P for emergency vehicles.
- Area for children's play associated with Children's Centre located in Development Zone T. Area to have a suitable play surface such as a rubber-based material and have defined boundaries. Boundary of children's play area (A) and landscaping (B) to allow a clear route of 4m for emergency vehicles.
- Area of landscaping alongside the western edge of Development Zone P. Boundaries of landscaping (B) and children's play area (A) to allow a clear route of 4m for emergency vehicles.
- Area covered by Landscape Proposals Plan.

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Precise details of the landscape scheme design, in particular details of proposed boundaries, planting and other features would be submitted later.

The detailed layout configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPF111 CANAL STREET
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:1000 (50):
TOWNSEND LANDSCAPE ARCHITECTS
LANDSCAPE SCHEME COMPONENTS

- Carriageway with blacktop surface and granite kerbs.
- Pavements with good quality pre-cast concrete pavers. Benches to be located at 30m intervals. Cycle-paths can be accommodated at appropriate intervals.
- Existing trees along east side of York Way
- Areas of tree planting along the western edge of the carriageway to improve the pedestrian environment. To be planted no closer than 1.5m from the kerb edge and 5m from the plot edges.
- Areas of tree planting in predominantly hard landscaping. Trees to be no closer than 5m from the plot edge.
- York Square: Area for pocket park along the western edge of the carriageway to improve the pedestrian environment and to provide a visual and physical gateway to the development from areas of industrial to the east north west. To be a mixture of hard and soft landscaping and tree planting in part to provide privacy for sports/play uses within Development Zone Q.
- North Square: Pedestrian square on the northern and eastern side of Development Zone S with high quality pavements and tree planting. Opportunity for local feature.
- Areas covered by Landscape Proposals Plan.

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The detailed highway configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPP1133: YORK WAY PART B
REVISED LANDSCAPE PROPOSALS PLAN
SCALE: 1:500
TOWNSEND LANDSCAPE ARCHITECTS
LANDSCAPE SCHEME COMPONENTS

URBAN HOME ZONES: Streets designed and configured within Urban Home Zones to prioritize social and environmental functions and make them work harder as public social and play spaces. Routes configured with clear demarcation at entrance points and junctions, reduced design speeds, controlled parking and street elements including pavements, trees, public art, informal seating, other street furniture and play equipment for different age groups.

INDICATIVE LAYOUT OF THE DEVELOPMENT ZONE R
URBAN HOME ZONE

A. Identifies a Main Activity Zone. A point of attraction where communal activity takes place in the public street. There is the opportunity for programmed and safe play for different age groups.

Occasional street closures provides the opportunity for the activity space to increase in size and hold larger events.

B. Identifies Adjacent Zones which may include informal seating, places to meet and ‘mini’ play.
INDICATIVE LAYOUT OF THE DEVELOPMENT ZONE S URBAN HOME ZONE

Plan not to scale

A Identifies a Main Activity Zone. A point of attraction where communal activity takes place in the public space. There is the opportunity for programmed and safe play for different age groups.

Occasional street closures provides the opportunity for the activity space to increase in size and hold larger events.

B Identifies Adjacent Zones which may include informal seating, places to meet and 'meet and play'.

LANDSCAPE SCHEME COMPONENTS

URBAN HOME ZONES:
Spaces designed and configured within Urban Home Zones to prioritise social and environmental functions and make them work harder as public social and play spaces. Routes configured with clear demarcation of entry/exit points and junctions, reduced design speeds, controlled parking and street elements including gardens, trees, public art, informal seating, other street furniture and play equipment for different age groups.

The base drawing includes, for reference purposes only, information about development zones, access and circulation routes and limits of deviation, from the submitted revised Master Plan.

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The detailed highway configuration would also be confirmed later.

KING'S CROSS CENTRAL
LPF120 DEVELOPMENT ZONE S HOME ZONE
REVISED LANDSCAPE PROPOSALS PLAN
SCALE 1:1000 (843)
TOWNSEND/EDM/14 RIA TOWNSHEND LANDSCAPE ARCHITECTS