

Multi Storey Car Park Management Plan

King's Cross Central

King's Cross Central
General Partner Ltd

Januray 2016

King's Cross

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Appendix 1 – Floorplans of the MSCP

Overview

The King's Cross Central Limited Partnership is bringing forward Building T1, which includes a 415 space multi storey car park (MSCP) alongside residential apartments, a multi-use games area (MUGA), retail and other uses.

Outline planning permission for the MSCP was granted in 2006 under the Outline Planning Permission for the King's Cross Central development site (ref. 2004/2307/P). Details of Reserved Matters relating to Building T1 were approved on the 24th April 2009 (ref. 2009/0415/P). A further submission of Reserved Matters with revised details for Building T1 was subsequently approved in March 2013 (ref. 2013/0405/P).

A submission of amendments to details of the 2013 Reserved Matters was approved in September 2014 (ref. 2014/4605/P). This submission included amendments to details of the MSCP, located within the footprint of Building T1.

A Car Park Management Plan was submitted to the London Borough of Camden in accordance with Condition 50 of the Outline Permission and Section EE of the associated S.106 Legal Agreement, and approved in February 2012 (ref. 2012/0550/P). This revised Car Park Management Plan is submitted to replace that submitted under 2012/0050/P. It reflects the amended details of the MSCP as approved under 2014/4605/P.

The MSCP within T1 will be used primarily by (i) residential occupiers of T1 and other adjacent residential buildings; and (ii) for short-term use by visitors to King's Cross Central and its cluster of retail, leisure and visitor attractions.

Consultations with the relevant Crime Prevention Officer with responsibility for 'Secure by Design' were carried out prior to the submission of details of Reserved Matters for Building T1, and the MSCP has been designed in accordance with these standards and those of the Park Mark standard.

The T1 MSCP will benefit from a 24-hr estate security regime and this means that our incident response and investigation, maintenance and management services will provide users with a significantly higher level of safety and security than required by Secure by Design and Park Mark.

Car park control and pricing measures will discourage and prevent commuters from utilising the car park and discourage use of the car park for very short stays.

1 Introduction

1.1 Outline Planning Permission

The Outline Planning Permission (ref. 2004/2307/P) provides for “multi storey and other parking” within the King’s Cross Central mixed use scheme. Table 1 to the permission provides for a maximum of 21,500 sqm GEA of MSCP and Annex B allocates this to Development Zone T.

Condition 49 of the outline planning permission sets the maximum standards or ratios of car parking/storage that may be constructed and these standards or ratios apply to the overall development including parking within the MSCP.

Condition 50 requires that no part of the MSCP shall be brought into use until a management plan for that Car Park has been submitted to and approved in writing by the local planning authority and the car park shall be operated only in accordance with the approved Plan.

In summary, Condition 49 deals with what may be constructed. Condition 50 deals with use and operation of the MSCP.

The background to Condition 50 and this management plan includes paragraph 3.37 of the Revised Development Specification, which formed part of the outline planning application in its final form and is the source of the Table 1 and Annex B floorspace information referred to above; and the Green Travel Plan submitted in support of the outline planning application.

The Revised Development Specification refers to the car park at para 3.37. It refers to “up to 800 spaces”, significantly more than the figure now proposed. It explains:

“...up to 800 spaces would be provided within the MSCP, for the use of residential and business occupiers, other staff, retail and leisure users, hotels guests, visitors, a city car club scheme and the general public. The MSCP would provide scope for dual/shared use of parking and innovative, flexible management arrangements, to promote both the economic success of the new development and sustainable travel choices.”

The 2004 Green Travel Plan similarly highlighted the scope for flexible, innovative and responsive use of spaces within the MSCP:

“...as the development progresses, active management of the MSCP spaces would enable the estate management team to ‘fine tune’ its operation over time and respond to changing circumstances, e.g. through amending opening times, pricing structures and / or the number of spaces available to particular categories of users (e.g. retail and leisure users) at different times of the day. This might, for example, mean that fewer spaces are available at peak times, compared to off-peak times.”

1.2 Section 106 Agreement

The outline planning permission was granted subject to a Section 106 Agreement dated 22 December 2006.

The S106 Agreement includes provisions within Section EE on existing car parking rights and controlled parking zones.

Paragraph 7 within Section EE picks up on the role of the MSCP (highlighted within the Revised Development Specification, see above) in promoting the economic success of the King’s Cross development. Paragraph 7 provides that, to support the early establishment within the Development of a successful cluster of retail (Classes A1-A5), leisure and visitor attraction (Class D1 and D2) the

Developer may construct and utilise for operational, visitor and customer parking in relation to such uses up to 250 of the car parking spaces within the MSCP always provided that:

- (a) No part of the MSCP shall be brought into use until a management plan for that car park is submitted and approved under Condition 50 of the planning permission, the approved management plan to include hours of opening and other measures to ensure that the 250 car parking spaces referred to above are not used for commuter parking; and
- (b) Upon the practical completion of 90% of the Development by permitted floorspace or 40 or 44 Development Plots (whichever is the earlier) the Development shall be constructed in accordance with Condition 49 of the planning permission.

1.3 T1 Reserved Matters Approval

The T1 building was first granted reserved matters approval on the 24th April 2009 (ref. 2009/0415/P). Revised details were subsequently approved in March 2013 (with reference 2013/0405/P). Details of minor amendments to the 2013 Reserved Matters submission were submitted to the LB Camden and approved in September 2014 (ref. 2014/4605/P), which includes a revised layout of the MSCP.

Building T1 will be a ten to fourteen storey building, with a mix of uses, comprising residential development totalling 129 units (95 private ownership and 34 affordable units (including 22 affordable rented units and 12 shared ownership units); a Multi-Use Games Area (MUGA); retail/café/bar uses at ground floor level within the building's 'beak'; and an electric substation and Energy Centre which has already been built pursuant to the 2009 approval; and a 415 space multi-storey car park.

1.4 The MSCP in Context

The Transport Assessment (TA) for King's Cross Central, published in 2004, indicated that there could be around 1,500 car parking spaces within the overall development, including spaces on-street, within the MSCP and with basement/undercroft parking areas. Within that total, the MSCP would provide up to 800 spaces (see Table 3 and paras 0.6.5 - 0.6.7 within the TA Executive Summary).

The figure of 1,500 spaces was based on higher car parking ratios than were eventually permitted and stipulated in Condition 49 of the outline planning permission (see para 0.6.3 of the TA Executive Summary).

The TA also explained that in 2001, the site could readily accommodate parking for over 1,800 cars, without the new highway and other infrastructure that forms part of the development.

The TA was subsequently updated within TA Topic Papers, published in November 2005. The TA Topic Papers looked at highway network issues in considerable detail, but did not provide an updated figure for the number of parking spaces likely to be within the development as a whole.

The plots and developments that have so far come forward for reserved matters approval indicate a trend of lower levels of car parking than has been permitted as per Condition 49. This trend will continue, notwithstanding the MSCP, which will be part of this lower level of provision.

The interim position at the point the car park is likely to open will remain one of under-provision, compared with what may be constructed within the overall development under Condition 49.

The likely principal users of the MSCP are:

- (i) Residential occupiers of Building T1 and adjacent buildings: The Gas Holder Triplets (plot N) and Building P1; plus potentially Buildings F, S3 and S4; and

(ii) Customers and visitors to retail, leisure and visitor attraction uses in Building P2, the Coal Drops Yard, the Midlands Goods Shed, Fish and Coal Offices and within the Eastern Goods Yard.

1.5 This Document

The purpose of this document is to provide the management plan required by Condition 50 of the outline planning permission and paragraph 7 of Section EE of the S106 Agreement. It is submitted to the London Borough of Camden for approval.

The plan is based on an earlier version submitted to Camden in January 2012 and approved under reference (2012/0550/P). The management principles in that document have been carried forward into this plan, which has been prepared to relate the approved principles, to the updated 2014 car park design and details.

2 The Multi Storey Car Park

2.1 Building T1

The T1 development totals 30,616 sqm GEA, plus plant and other infrastructure and utility elements totalling 3,324 sqm GEA and an Energy Centre substation of 1,853 sqm GEA. The building comprises 10 storeys to the south, rising to 14 storeys in the north, including ground floor. The building includes 129 residential apartments, a multi use games area (MUGA), ground floor retail and café/bar/restaurant uses and the MSCP. There is a podium roof garden at level 8, together with green and brown roof areas and PV panels on the lower level roof of the 'beak' of the building.

The Energy Centre has already been constructed as part of the First Major Phase of the wider King's Cross Central development, and the T1 building is under construction and due for completion in early 2016.

2.2 The MSCP

The MSCP is located in the western part of the building, facing the railway lines of High Speed 1. Vehicular access will be by way of the service road which runs through and beneath the northern part of the building from Canal Reach. The service road also provides access to the Energy Centre and the T1 service road. As such, it is intended that normal deliveries to the Energy Centre and Building T1 retail units, and waste servicing to Building T1 will be carried out at times when use of the MSCP is low.

The car parking forms part of levels 1.5, 2, 3, 4, 5, 6 and 7 within the building. The 415 spaces are arranged as follows:

Level	Number of Spaces	No. Disabled Spaces
1.5	20	3
2	15	1
3	75	4
4	75	4
5	76	4
6	77	4
7	77	6

Annotated plans illustrating the layout of the MSCP including the location of the disabled spaces are included as **Appendix 1** of this statement.

2.3 Car Parking Bays

The car parking bays will be clearly marked and will comply with current regulations and best practice. Disabled bays will be provided in accordance with the drawings submitted for approval. The use of the disabled bays will be monitored by KCCPL and may be revised, on consultation with Camden.

12 of the spaces available for general/public use on floors 2-5 (see Section 3.1 below) will be larger spaces marked as "parent & child" bays. These spaces are located with easy access to the lifts.

2.4 Vehicular Height Restrictions

Vehicular height restrictors will be installed at the entrance to prevent high sided vehicle access.

2.5 Lighting

The car park will be supported by a detailed lighting system installed to meet BS 5489:2003.

3 Operations

3.1 Floor by Floor Use

Different floors of the car park will be allocated for different uses and users, as set out in the table below:

Level	No. of Spaces	No. of spaces for Disabled People	Proposed Use/Users
1.5	20	3	Parking for residential occupiers
2	15	1	General/public use. Car Club and Electric Vehicle Charging spaces
3	75	4	General/public use. Spaces for UAL.
4	75	4	
5	76	4	Split between public use and residential occupiers
6	77	4	Parking for residential occupiers
7	77	6	Parking for residential occupiers

Overall, 5 Car Club and an additional 5 Electric Vehicle charging spaces will be provided at level 2. Five spaces will be provided on floor 3 for the University of the Arts London (UAL).

155 - 231 spaces are provided between levels 2, 3, 4 and potentially 5 for general/public use; for visitors to King's Cross Central and its retail, cultural and other uses. This figure includes 5 dedicated spaces for UAL on level 3, and excludes the 10 spaces allocated for City Car Club and/or electric charging points at level 2 in accordance with condition 49 (d) of the Outline Planning Permission.

A range of 174 - 250 spaces are provided between levels 1.5, 6, 7, and potentially level 5 as well, for use by residential occupiers within the scheme, in particular, residential occupiers from Building T1, Building P1 and the Gas Holder Triplets (zone N) and potentially other developments within King's Cross Central. Occupiers within other residential buildings within the site, for example, the forthcoming S4 and S5 may also use these residential parking spaces, depending on the opportunities to provide parking within these plots (site constraints may mean that on-plot parking is not possible) and their relative proximity to Building T1.

The above numbers are consistent with the S106 provisions at paragraph 7 of Section EE, explained at section 1.2 of this management plan above. The floor by floor uses explained above are intended

to be long-term arrangements and as such would apply both before and after the King's Cross Central development is 90% complete/40 plots have been practically completed. At that point the number of spaces constructed within the scheme will (continue to) comply with Condition 49 and the use of those spaces will (continue to) comply with this management plan.

3.2 Opening Hours

The car park is designed to be operated 24/7 and 365 days a year. Restrictions may be implemented at times of major events or advice received by security agencies. Security surveillance and staffing patrols will continue during these times.

Residential and other authorised users will be able to enter the car park and access the relevant levels at all times, using an electronic fob and pin code or similar system. Entry for general/public visitors to the scheme will be restricted and managed by the Car Park operator.

3.3 Security

The car park will be covered by CCTV operation, covering as a minimum all entry and access points, foyers and lobbies and general routes through the car parks and into adjoining premises.

An automatic Number Plate Recognition System will be installed and incorporated into the CCTV systems.

3.4 Maintenance & Cleaning

A maintenance management team will actively ensure that any issues that appear within the car park are dealt with quickly and efficiently.

This will include but is not limited to general repair, lighting, ticket machines, life safety systems, air ventilation, traffic management system, graffiti, signage, toilets, pedestrian walkways and fire escapes.

A contract will be kept in place to ensure any abandoned vehicles are dealt with as appropriate.

3.5 Fire Strategy

The car park will comply with current fire and building regulations.

All fire escapes will be clearly lit and signposted; stairs will comply with current building regulations.

The car park will have a smoke detection fire alarm system with calls points linked directly into the control centre.

A fire alarm system will be installed which will link directly into the Control Room. There will also be a link back to the main Estate control room which can provide additional support if required. An emergency evacuation plan will be produced. Testing of the system and trial evacuations will be conducted in line with current legislation and the emergency evacuation plan.

3.6 Car Club and Electric Charging Points

The MSCP will have provision for five Car Club vehicles located on level 2. On the same floor, five spaces will also be provided for electric vehicle charging total of 10 spaces for Car Club and Electric Vehicle Charging on level 2. The car club will be populated according to demand. Electricity supply infrastructure will be designed to allow additional charging points to be provided on each floor, in due course.

3.7 Monitoring and Review

KCCLP will co-operate with and expect in return full co-operation from external partners such as Camden Council and Transport for London (TfL).

KCCLP will monitor the performance of the car park, i.e. use patterns across the day, volumes and stay times.

Prior to the adoption of Canal Reach and Handyside Street, KCCLP will manage the traffic on these streets. Following any adoption, KCCLP will co-operate with Camden Council with respect to the management of these roadways.

KCCLP will review the performance of the car park annually, for the first 10 years and discuss with Camden Council how the structure and level of parking charges may be fine-tuned, having regard to the performance and usage of the car park and levels of traffic use on Canal Reach and Handyside Street and their junctions with York Way.

KCCLP will review this management plan no later than 5 years after first opening and then again no later than 10 years after first opening. It may be appropriate to address the parking layout and bays as part of these reviews.

In the absence of a formally updated management plan, approved by Camden, KCCLP will continue to operate the MSCP in accordance with this management plan.

4 Traffic Management Systems

4.1 Variable Messaging System (VMS)

A VMS will be situated at the car park entrance. The VMS will display how many public/visitor spaces are available within the car park.

Residential users will be able to access other levels using an electronic fob and/or pin code (or similar system).

5 Parking Control Systems

5.1 Parking Access Controls

All access and egress will be operated by automatic barrier controls installed at the entrances and exits in accordance with the Secured by Design.

The car park will operate a 'pay on foot' method for entry/exit and payment by general users/visitors. Ticket issuing machines will be installed with a help button on each machine linking directly to the control centre.

5.2 Parking Payment Machines

The parking payment machines are installed in safe, accessible and well lit locations, with consideration being given to wheelchair bound users. KCCLP will ensure there are payment machines which are fully DDA compliant.

The parking payment machines will be clearly signed and installed within the foyer area at ground floor level to allow safe operation and are covered by CCTV. A two-way help button will be installed on each machine linking directly to the control centre.

Parking payment machines will take the main forms of payment, including but not limited to cash, debit and credit card.

6 Public Parking Charges

6.1 Parking Tariff Structure

The public parking tariff will be structured to ensure parking is not undervalued (and so charges act as a deterrent to commuter parking) but promote both the economic success of the development and sustainable travel choices and:

- (a) is generally in line with other local car parks for peak hour charges;
- (b) is on a sliding scale depending on length of stay and structured to discourage all day (or longer) parking;
- (c) seek to encourage multi-purpose trips; and
- (d) may afford discounts, that do not encourage commuter parking.

6.2 Indicative Parking Charges

The actual, initial parking charges for parking for the MSCP will be determined closer to the point of opening, having regard to the prices charged by other local car parks including the car park at St Pancras International Station.

Indicative charges are as follows:

Tariff Band	Peak Rate
Up to 2 hours	£8.00
Up to 4 hours	£12.00
Up to 6 hours	£15.00
After 5pm	£9.00
Motorcycles	£5.00 per day

KCCLP may run promotions that offer discounted parking for customers that eat in local cafes/restaurants. Such promotions would encourage multi-use trips.

Blue Badge holders will pay the standard customer tariff.

Season tickets will not be available for general/public visitors.

6.3 Motorcycle Parking

29 additional dedicated areas for motorcycle parking will be provided. A suitable charging structure will apply. The indicative charge would be £5.00 per day, as currently the case at the St Pancras International Station Car Park.

6.4 Parking Charge Review

As a minimum a yearly review of payment charges will take place. The review will take into account other schemes and the results of the monitoring and discussions referred to a section 3.7 above.

7 Customer Service

7.1 Customer Service Strategy

KCCLP is exploring a number of customer services which will be provided in accordance with good car park and estate management strategies. These may include but not limited to valet parking, valet services, customer collect and drop off facilities.

The car park will have a permanent 24 hour team covering day to day operations assisting customers and attending to site security and safety.

All personnel will be required to undertake a detailed training programme to ensure they deliver exceptional customer service, in line with wider Estate Management protocols.

7.2 Pedestrian Access

All pedestrian routes will be well lit and clearly defined. They will be demarked within the car park with contrasting floor finishes and all crossing points will be clearly marked.

Lifts will comply with British Standards and accessibility will be considered at all levels.

Directional signage will clearly identify all pedestrian entrance points to nearby buildings and amenities within the estate.

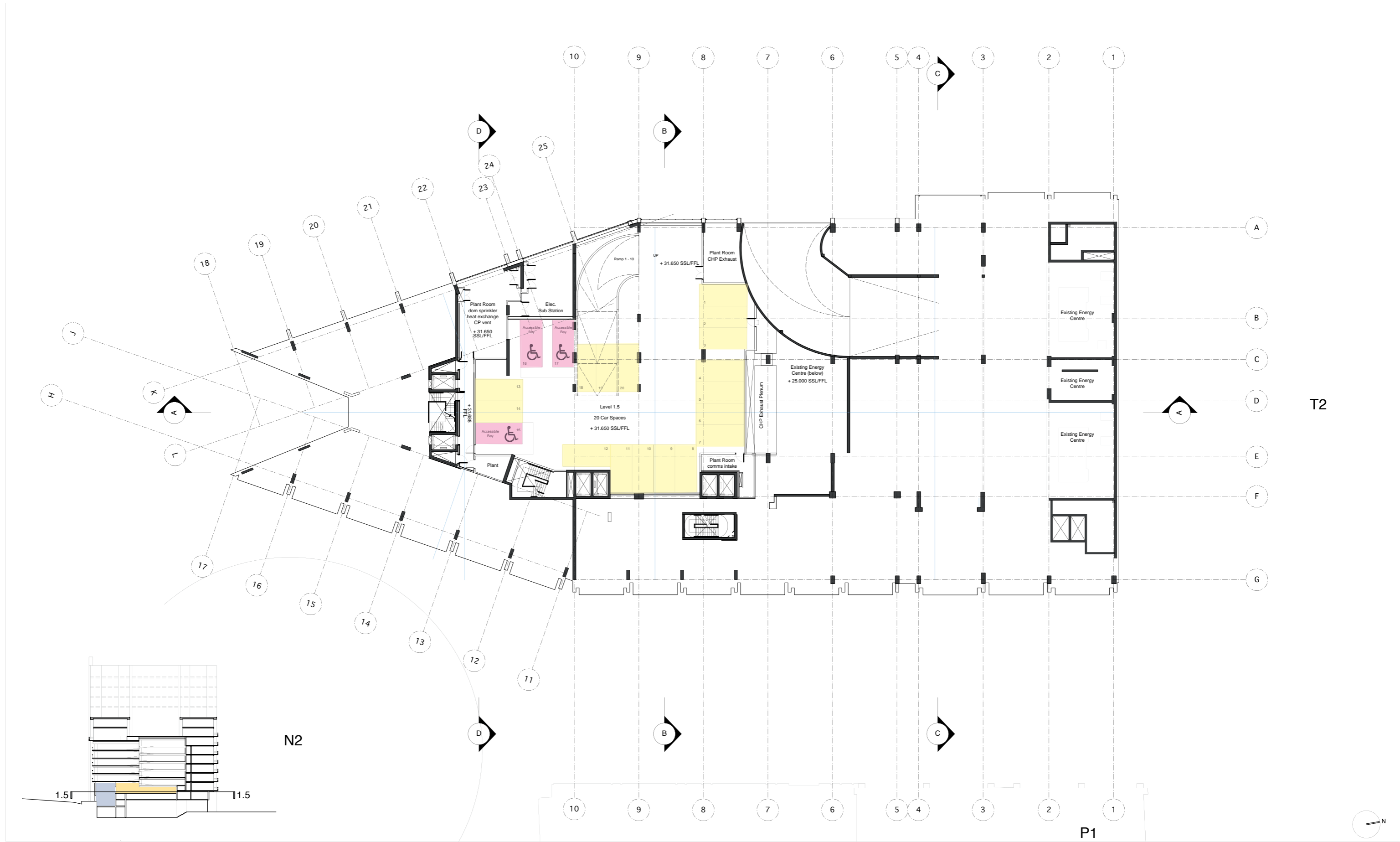
7.3 Public Information



Public information about the car park will be provided online.

7.4 Personnel





All car park staff employed will be fully trained.





All personnel will carry a two-way radio system linked to the Control Room and the Estate security team.



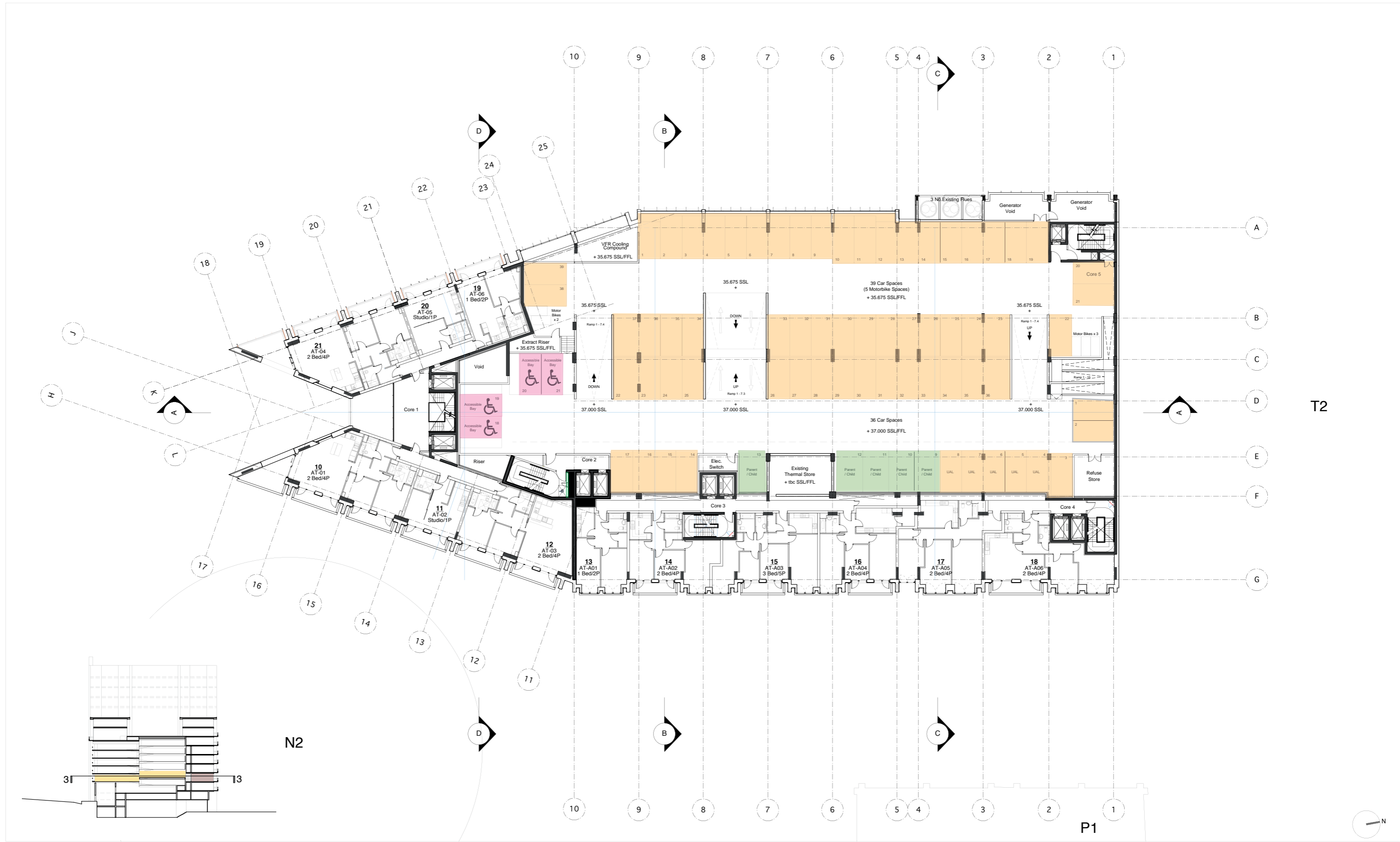
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 Spaces for Residential Occupiers					CLIENT:		
					SCALE:	1:200@A1, 1:400@A3	T: +44 (0) 20 7485 9170
					DATE FIRST ISSUED:	06.01.13	F: +44 (0) 20 7485 9171
					DRAWING:	Mezzanine Level	E: info@niallmclaughlin.com
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					REVISION:	R03	
					STATUS:	FOR APPROVAL	






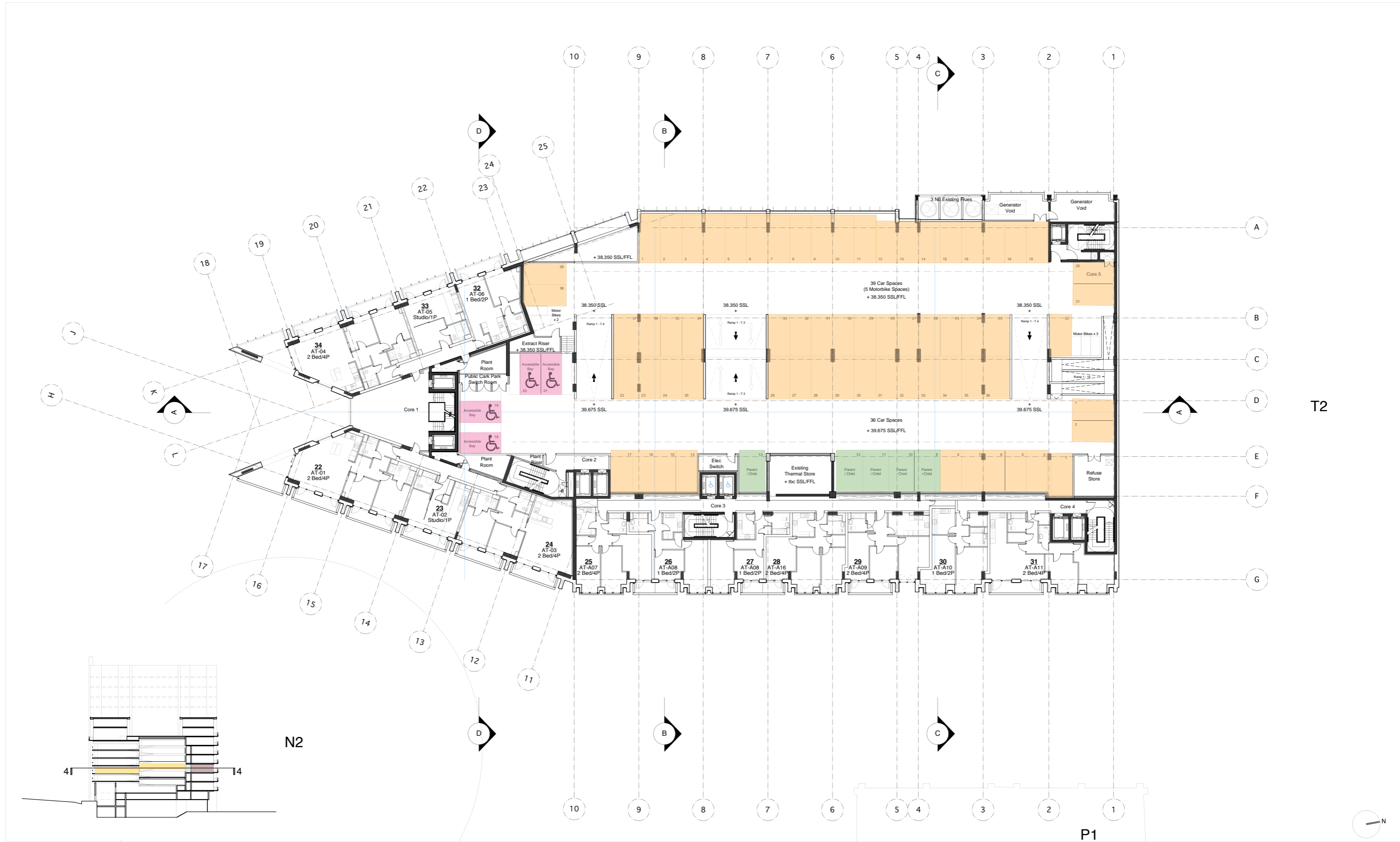
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Key	Revision	Date	Description	Notes
	R03	June 14	Planning Submission	
				
				
				

Niall McLaughlin Architects		
JOB:	Building T1	39 - 51 Highgate Road
CLIENT:	King's Cross Central General Partner Ltd.	London NW5 1RS UK
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DATE FIRST ISSUED:	06.01.13	F: +44 (0) 20 7485 9171
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REVISION:	R03	
STATUS:	FOR APPROVAL	






Key	Revision	Date	Description	Notes	Niall McLaughlin Architects		
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 General/Public Parking with some spaces for UAL					CLIENT:	King's Cross Central General Partner Ltd.	London NW5 1RS UK
 Spaces for Parent and Child parking					SCALE:	1:200@A1, 1:400@A3	T: +44 (0) 20 7485 9170
					DATE FIRST ISSUED:	06.01.13	F: +44 (0) 20 7485 9171
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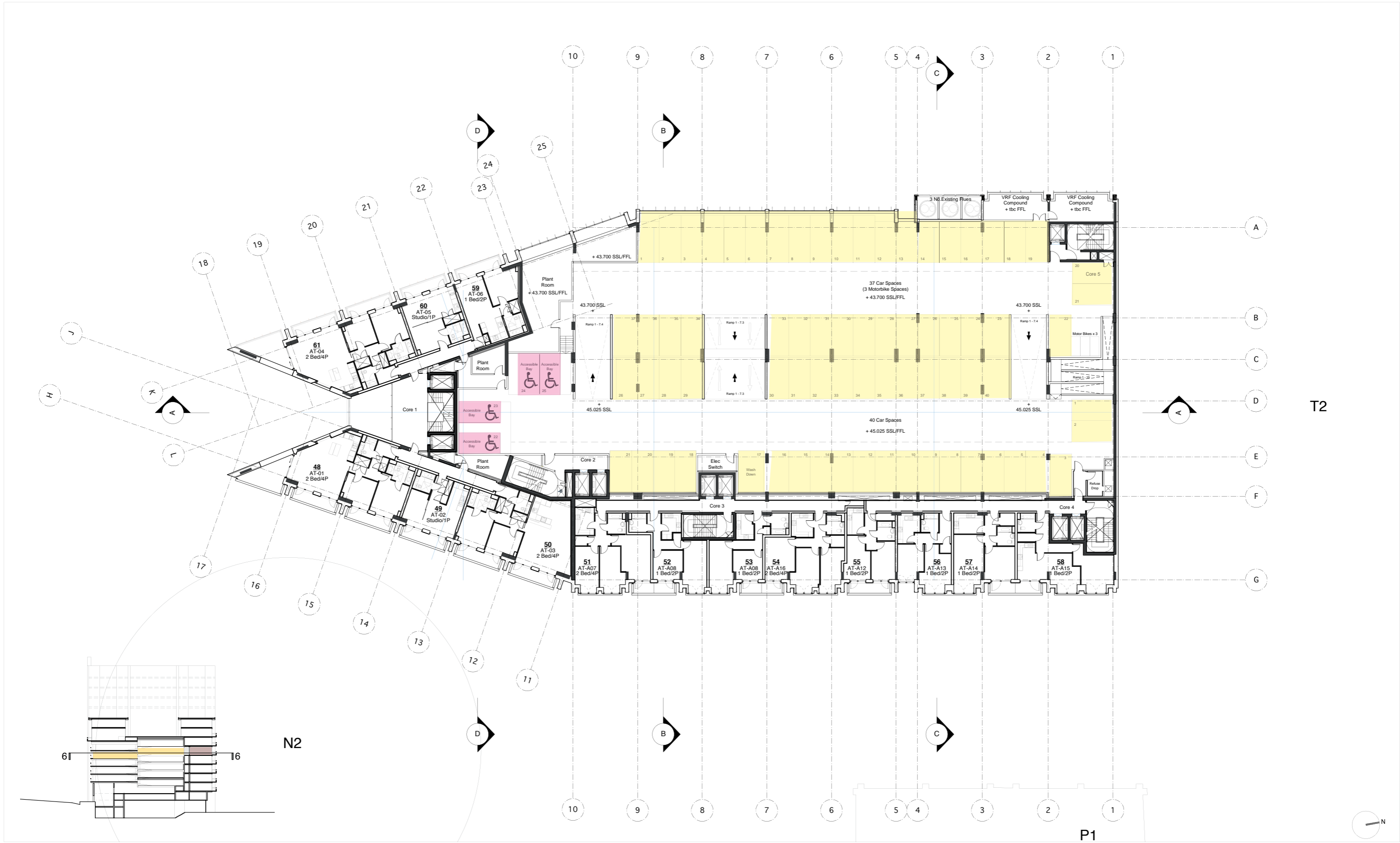
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 Spaces for Disabled People	R03	June 14	Planning Submission		JOB:	Building T1	39 - 51 Highgate Road
 General/Public Parking					CLIENT:	King's Cross Central General Partner Ltd.	London NW5 1RS UK
 Spaces for Parent and Child parking					SCALE:	1:200@A1, 1:400@A3	T: +44 (0) 20 7485 9170
					DATE FIRST ISSUED:	06.01.13	F: +44 (0) 20 7485 9171
					DRAWING:	Fourth Floor	E: info@niallmcLaughlin.com
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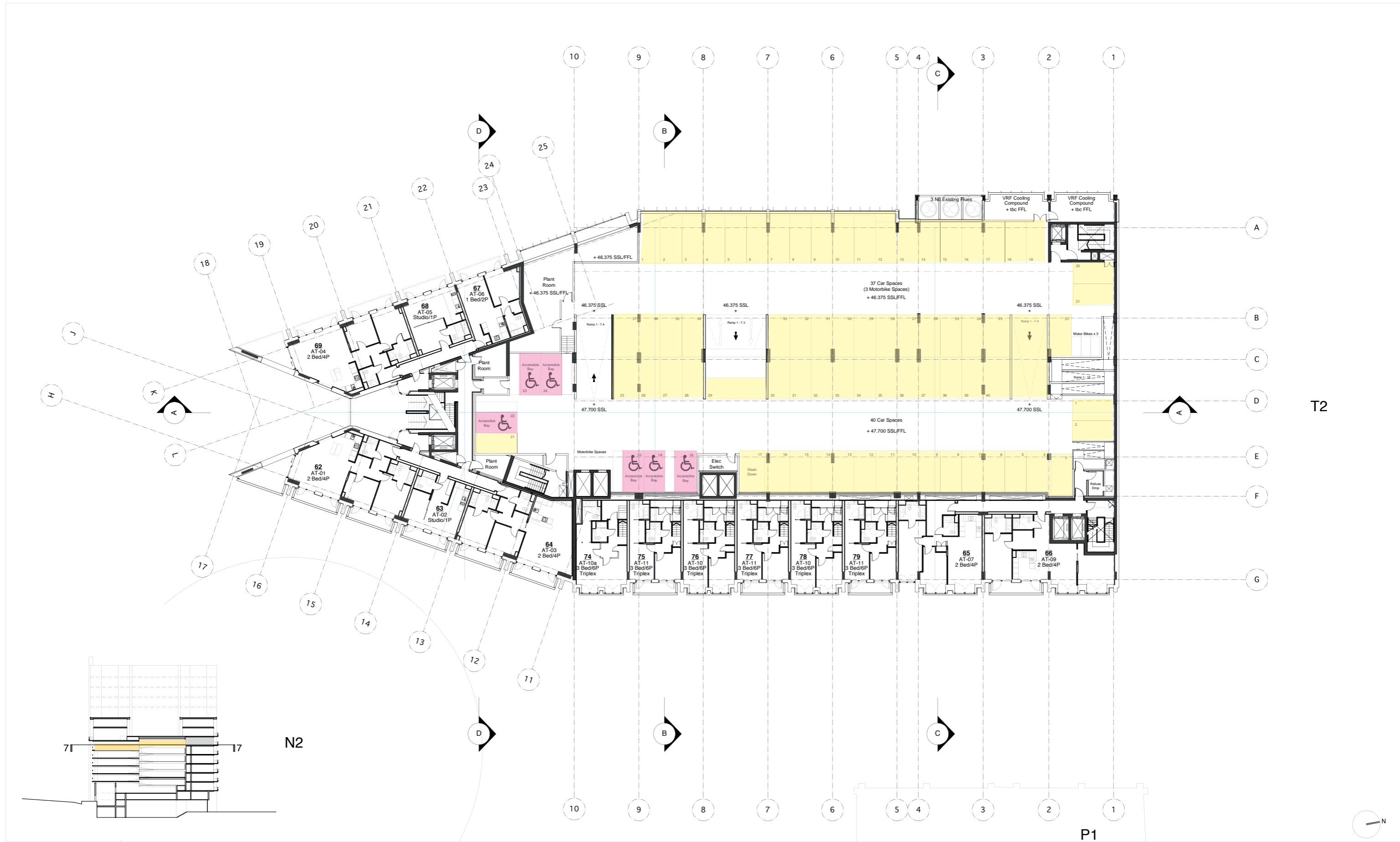
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	R03	June 14	Planning Submission	
			General/Public Parking or Residential Occupiers	
			Spaces for Parent and Child parking	

Revision	Date	Description	Notes
R03	June 14	Planning Submission	

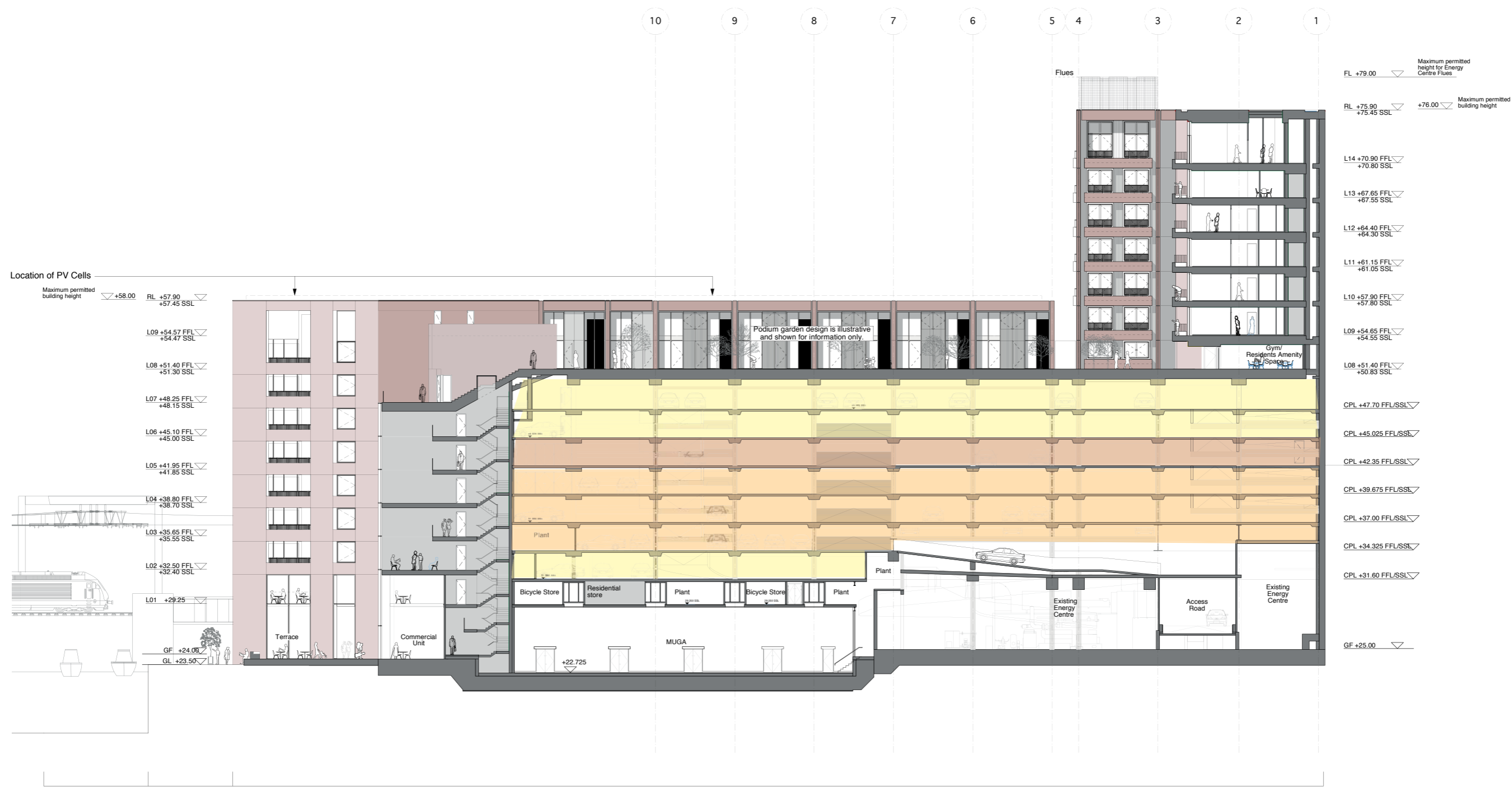
Niall McLaughlin Architects		
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CLIENT:	King's Cross Central General Partner Ltd.	London NW5 1RS UK
SCALE:	1:200@A1, 1:400@A3	T: +44 (0) 20 7485 9170
DATE FIRST ISSUED:	06.01.13	F: +44 (0) 20 7485 9171
DRAWING:	Fifth Floor	E: info@niallmclaughlin.com
REFERENCE:	0708-P-008	W: www.niallmclaughlin.com
REVISION:	R03	
STATUS:	FOR APPROVAL	



Key	Revision	Date	Description	Notes	Niall McLaughlin Architects		
<p>Spaces for Disabled People</p> <p>Spaces for Residential Occupiers</p>	R03	June 14	Planning Submission		<p>JOB: Building T1</p> <p>CLIENT: King's Cross Central General Partner Ltd.</p> <p>SCALE: 1:200@A1, 1:400@A3</p> <p>DATE FIRST ISSUED: 06.01.13</p> <p>DRAWING: Sixth Floor</p> <p>REFERENCE: 0708-P-009</p> <p>REVISION: R03</p> <p>STATUS: FOR APPROVAL</p>	<p>39 - 51 Highgate Road</p> <p>London NW5 1RS UK</p> <p>T: +44 (0) 20 7485 9170</p> <p>F: +44 (0) 20 7485 9171</p> <p>E: info@niallmcLaughlin.com</p> <p>W: www.niallmcLaughlin.com</p>	






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<p>Spaces for Disabled People</p> <p>Spaces for Residential Occupiers</p>	R03	June 14	Planning Submission		<p>JOB: Building T1</p> <p>CLIENT: King's Cross Central General Partner Ltd.</p> <p>SCALE: 1:200@A1, 1:400@A3</p> <p>DATE FIRST ISSUED: 06.01.13</p> <p>DRAWING: Seventh Floor</p> <p>REFERENCE: 0708-P-010</p> <p>REVISION: R03</p> <p>STATUS: FOR APPROVAL</p>	<p>39 - 51 Highgate Road</p> <p>London NW5 1RS UK</p> <p>T: +44 (0) 20 7485 9170</p> <p>F: +44 (0) 20 7485 9171</p> <p>E: info@niallmcLaughlin.com</p> <p>W: www.niallmcLaughlin.com</p>	



Regents Canal Canal Tow Path

Building T1

Key	Revision	Date	Description	Notes	Niall McLaughlin Architects		
 General/Public Parking	R03	June 14	Planning Submission		JOB:	Building T1	39 - 51 Highgate Road
 Spaces for Residential Occupiers					CLIENT:	King's Cross Central General Partner Ltd.	London NW5 1RS UK
 General/Public Parking or Residential Occupiers					SCALE:	1:200@A1, 1:400@A3	T: +44 (0) 20 7485 9170
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					STATUS:	FOR APPROVAL	

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