

Amendments to NSP parking standards

1. Due to the recent circulation of the Publication London Plan (2020), if the Inspectors are minded to make modifications to the New Southwark Plan, the Council suggests some changes to cycle and car parking standards to reflect the latest standards set out in the regional plan.
2. The proposed changes are highlighted in red in the form of track changes.
3. This document can be read alongside Matter 9 and the Inspector's questions relating to the NSP transport policies.

Publication London Plan (2020) Policy T5 Cycling/ NSP P52 Cycling

4. Southwark has been identified in the Publication London Plan (2020) as a borough where higher minimum cycle parking standards apply (see Figure 10.3, p.466 of Publication London Plan (2020)).

NSP Table 9: Residential cycle parking standards is in compliance with the *Publication London Plan (2020) Table 10.2 - Minimum cycle parking standards* under Use Class C3-C4 all dwellings.

NSP Table 10: Minimum cycle parking standards for non-residential uses is in generally conformity with the *Publication London Plan (2020) Table 10.2 Minimum cycle parking standards*.

5. The main difference between Table 10 in the NSP and Table 10.2 in the Publication London Plan (2020) is that uses in the required cycle parking standards as the NSP requires GIA and the Publication London Plan requires GEA. Further, the NSP requires a minimum of 2 parking spaces for most uses, which is in excess of the minimum standards required by the Publication London Plan. In areas where the cycle parking provision was lower, this is suggested to be increased to meet the same requirements as the Publication London Plan.
6. Several of the NSP cycle parking standards go beyond the standards set out in the Publication London Plan (2020). The Council considers that in certain areas of the borough there is a requirement for more cycle parking spaces than the Publication London Plan (2020) requires. This is because by improving the access and opportunities for cycling within Southwark, more people will be encouraged to take up sustainable methods of travel. One of the strategic objectives of the Plan is to promote healthy, active lifestyles among residents and de facto promote sustainable methods of travel. An increase in the number of people who cycle will lead to an overall more active and healthy population. This has endless benefits, such as reduced strain on health services; less private vehicle usage which has environmental

implications on both a global and local scale through the reduction of carbon emissions (another strategic objective), and improved air quality.

Use Class		Short-stay (visitors/customers)	
		Publication London Plan (2020)	NSP
A1	Food retail above 100sqm	First 750sqm: 1 space per 20sqm GEA	First 750sqm: 1 space per 40sqm GIA
		Thereafter: 1 space per 150sqm GEA	Thereafter: 1 space per 300sqm GIA
	Non food retail above 100sqm	first 1000 sqm: 1 space per 60 sqm GEA	First 1000sqm: 1 space per 125sqm GIA
		thereafter: 1 space per 500 sqm GEA	Thereafter: 1 space per 1000sqm
D1	Nurseries	1 space per 8 FTE staff and 1 space per 8 students	1 space per 100 students
	Health centres including dentists	1 space per 3 FTE staff	1 space per 8 FTE staff

7. In a few exceptional instances the NSP is different to the minimum standards of the Publication London Plan (2020) minimum cycle parking standards in the short stay standards. These are shown below:

8. Therefore, we propose the following amendments to bring the NSP cycle parking standards (Table 10) within the minimum standards required by the Publication London Plan (2020):

Land Use	Cycle parking standards minimum: long stay (Gross Internal Area)	Cycle parking standards minimum: visitor/ short stay (Gross Internal Area)
A4 Food retail	1 space per 175 m ² <u>GEA</u> . Minimum of 2 spaces.	1 space per 40 20 m ² <u>GEA</u> for first 750 m ² and 1 space per 300 150 m ² <u>GEA</u> thereafter. Minimum of 2 visitor spaces.
A1-Non-food retail	1 space per 100 m ² <u>GIA</u> for first 1,000 m ² and 1 space per 1,000 m ² <u>GIA</u> thereafter. Minimum of 2 spaces.	1 space per 125-60 m ² <u>GEA</u> for first 1,000 m ² and 1 space per 4,000-500 m ² <u>GEA</u> thereafter. Minimum of 1 visitor space.
<u>A2—A5 Financial and professional services, restaurants, cafes.</u>	1 space per 175 m ² <u>GEA</u> . Minimum of 2 spaces.	1 space per 40 20 m ² <u>GEA</u> . Minimum of 2 visitor spaces.

<u>drinking establishment and hot food takeaways</u>		
B1a Offices	1 space per 45 m ² <u>GIA</u> . Minimum of 2 spaces.	1 space per 250 m ² <u>GIA</u> . Minimum of 2 spaces.
B1e Light industrial	1 space per 250 m ² <u>GEA</u> . Minimum of 2 spaces.	1 space per 250 m ² <u>GIA</u> . Minimum of 2 spaces.
B2—B8 General industrial and warehousing	1 space per 500 m ² <u>GEA</u> . Minimum of 2 spaces.	1 space per 500 m ² <u>GIA</u> . Minimum of 2 spaces.
C4 Hotels	1 space per 20 bedrooms. Minimum of 2 spaces.	1 space per 50 bedrooms. Minimum of 2 spaces.
C2 Hospitals, care homes / secure accommodation	1 space per 5 staff. Minimum of 2 spaces.	1 space per 30 staff or 1 space per 20 bedrooms for care homes and secure accommodation. Minimum of 2 spaces.
Sui generis Student accommodation	1 space per bed. Minimum of 2 spaces.	1 space per 10 beds. Minimum of 2 spaces.
D4 Nurseries / schools (all)	1 space per 8 staff and 1 space per 8 students. Minimum of 2 spaces.	<u>1 space per 8 FTE staff plus 1 space per 400-8 students.</u> Minimum of 2 spaces.
D4 Universities and colleges	1 space per 4 staff and 1 space per 3 Full Time Equivalent (FTE) students.	1 space per 7 FTE. Minimum of 2 spaces.
D4 Health centres, including dentists	1 space per 5 staff. Minimum of 2 spaces.	1 space per 8 <u>3</u> staff. Minimum of 2 spaces.
D4 Other Class E(e-f) and F1 uses	1 space per 8 staff. Minimum of 2 spaces.	10 spaces per 100 m ² <u>GIA</u> . Minimum of 2 spaces.
D2 Sports (sports hall, swimming pool, gym, etc.)	1 space per 8 staff. Minimum of 2 spaces.	1 space per 100 m ² <u>GEA</u> . Minimum of 2 spaces.
D2 Other assembly and leisure uses	1 space per 8 staff. Minimum of 2 spaces.	1 space per 30 seats. Minimum of 2 spaces.

(cinema, bingo, etc.)		
-----------------------	--	--

Publication London Plan (2020) Policy T6 Car Parking/NSP P53 Car Parking

Table 11: Residential car parking standards

9. The Publication London Plan (2020) sets out that where development plans specify lower local maximum standards for general or operational parking, these should be followed. As the NSP is within the maximums set out by the Publication London Plan (2020), the Council considers Table 11 to be in general conformity. NSP Policy P54 sets out that development must provide one car parking space per wheelchair accessible unit. This in compliance with the Publication London Plan (2020) Policy T6.1 Residential Parking section G requirement to “ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.”
10. In order to be consistent with the Publication London Plan (2020), we propose the following amendments to reduce our parking standards as there is no evidence to suggest that Southwark requires more parking spaces than any other inner London Borough:

Zone of accessibility to public transport	Residential car parking provision (maximum)
PTAL 6a, 6b, 5 and 4 areas	Zero maximum spaces per home. On street permits will not be available for residents and businesses.
PTAL 3 and 4 areas	0.25 maximum spaces per home. On street permits will not be available for residents and businesses for new developments in controlled parking zones.
PTAL 1 and 2 (excluding Suburban South)	0.5 maximum spaces per home.
<u>PTAL 1</u>	<u>0.75 maximum spaces per home.</u>
PTAL 1 and 2 (Suburban South)	1 maximum space per home.
Aylesbury Action Area	<u>0.25 maximum spaces per home for the entire site redevelopment. Some sites may provide up to 0.4 maximum spaces per home where this is demonstrated to be required to enable rehousing of existing residents.</u>
Old Kent Road Opportunity Area PTAL 1 to 4	0.4 <u>Zero</u> maximum spaces per home.

Canada Water core/town centre	0.1 <u>Zero</u> maximum spaces per home.
-------------------------------	--

Table 12: Public Transport Accessibility Level (PTAL) ratings (retail)

11. Table 12 is in general conformity with the Publication London Plan (2020) for PTALs 1-4. The Publication Plan states for inner London, up to 1 space per 75sqm GIA retail is permitted. The table is suggested to be amended as the Publication London Plan (2020) *Table 10.5 - Maximum retail parking standards* sets out that all areas of PTAL 5-6 are required to be car free (with the exception of disabled persons parking). Therefore, we propose the following changes to Table 12:

Use class (GIA)	PTAL Rating			
	6-5 Other 6 Central Activites Zone	4	5 <u>3</u>	2-1 Retail not appropriate
Smaller food store up to 500sqm-GFA Retail	50sqm-Car free	50sqm-up to 1 space per 75sqm	40sqm-up to 1 space per 75sqm	N/A-up to 1 space per 75sqm
Food supermarket up to 2500sqm-RFA/4000sqm GFA	75sqm	30sqm	24sqm	N/A
Food superstore over 2500sqm RFA	45sqm	25sqm	20sqm	N/A
Non-food warehouse	38sqm	58sqm	47sqm	N/A
Garden centre specific	63sqm	42sqm	33sqm	N/A
Local centre retail or shopping mall	75sqm	50sqm	50sqm	N/A
<u>Hotel and leisure, medical and health facilities</u>	<u>Limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing</u>		<u>Case by case basis</u>	
<u>Offices</u>	<u>Car free</u>			
<u>Workplaces (other), education,</u>	<u>Parking dependent on operational needs.</u>			

<u>transport car parks, religious buildings and crematoria</u>			
<u>Retail, recreation, hotels and leisure, medical and health facilities</u> <u>disabled persons parking standards</u>	<table border="1"> <tr> <td><u>At least 1 on or off street parking bay (as appropriate).</u></td> <td> <u>Designated bays: 6% of total</u> <u>Enlarged bays: 4% of total</u> </td> </tr> </table>	<u>At least 1 on or off street parking bay (as appropriate).</u>	<u>Designated bays: 6% of total</u> <u>Enlarged bays: 4% of total</u>
<u>At least 1 on or off street parking bay (as appropriate).</u>	<u>Designated bays: 6% of total</u> <u>Enlarged bays: 4% of total</u>		
<u>Offices, workplaces (other), education, transport car parks</u> <u>disabled persons parking standards</u>	<u>At least 1 on or off street parking bay (as appropriate) or 5% designated bays of total provision and 5% enlarged bays of total provision</u>		
<u>Religious buildings and crematoria</u> <u>disabled persons parking standards</u>	<u>A minimum of 2 spaces or 6%, whichever is greater, designated bays of total provision and 4% enlarged bays of total provision.</u>		

*Gross Floor Area (GFA), Retail Floor Area (RFA), Gross Internal Area (GIA)