

**Indicative Car Parking**

	GEA Residential (sq.m)	GEA Non-residential (sq.m)				
	C3	A1-A5	B1	C1	D1	D2
<b>Plot Excelsior</b>	19111	1338	5983			
Car Parking	79	0	0			
<b>Plot Timber Wharf</b>	32031					5733
Car Parking	128					0
<b>Plot Orion</b>	19837				Community Ctr 5027	
Car Parking	78				60	
<b>Plot Senegal Way 1 &amp; 2</b>	9370	443				Cricket 1531
Car Parking	38	0				22 car club
<b>Plot Stockholm 1 &amp; 2</b>	25982	1965	1732			5-a-side & Basketball 6437
Car Parking	102	0				82
<b>Plot Stadium Avenue</b>	4272	441	Hub 2330	Hotel/Conference 9929		
Car Parking	17	0	10	30		
<b>Plot Bolina West</b>	22895	535			Creche 400	
Car Parking	90	0			5	
<b>Plot Bolina East</b>	21781				Polyclinic 3803	
Car Parking	85	0			43	
<b>Plot Bolina North</b>	34377	841				
Car Parking	131	0				
<b>Stadium</b>		900				
On-Street Behind Stadium					50	
<b>Total site</b>	189656	6463	10045	9929	9230	13701
	C3	A1/A2	B1	C1	D1	D2
<b>Total Off-Street Car Parking</b>	748	0	10	30	108	104
<b>Total On-Street Stadium Car Parking (Millwall FC only)</b>				50		
<b>Indicative Total Car Parking by Land-Use</b>	748	0	10	80	108	104
					<b>Total</b>	<b>1050</b>
<b>Limited Stay / Blue Badge On-Street Car Parking</b>					<b>Total</b>	<b>24</b>
<b>Total Off-Street &amp; On-Street Parking Spaces</b>					<b>Total</b>	<b>1074</b>

Proposed Parking Justification

Surrey Canal Land-Use	Description	Surrey Canal Parking Provision	Quantum	Sq.m./units	Surrey Canal Car Parking Spaces – Indicative by land use (Max)	Explanation
C3 Dwelling Houses	Residential	0.3 car parking spaces per dwelling	up to 2,500	Units	750	Significantly less than 1 space per unit, which is consistent with the Draft London Plan standards for areas of good public transport (forecast PTAL 4)
A1 Shops & A2 Professional Services	Retail	1 car parking space per 150 Sq.m.	up to 7,100	Sq.m.	0	The Draft London Plan standard for retail (PTAL 4) range is 1 car parking space per 18-50 Sq.m. The proposed Surrey Canal parking provision is 1 car parking space per 150 Sq.m. This is one-third the Draft London Plan maximum standard. However, to reflect notes attached to the Draft London Plan parking standards no retail parking (other than on street Blue Badge) will be provided for this land-use
A3 Restaurants & Cafes	Food & Drink	1 car parking space per 150 Sq.m.	Included in above	Sq.m.	0	The Draft London Plan standard for retail (PTAL 4) range is 1 car parking space per 18-50 Sq.m. The proposed Surrey Canal car parking provision is 1 car parking space per 150 Sq.m. This is one-third the Draft London Plan maximum standard. However, to reflect notes attached to Draft London Plan parking standards, no retail parking (other than on street Blue Badge) will be provided for this land-use
B1 Business	Commercial	1 car parking space per 1000 Sq.m.	up to 15,000	Sq.m.	15	1 car parking space per 1000 Sq.m. is the maximum standard for Inner London as set out in the Draft London Plan.
C1 Hotel	Hotel & Conference Facility	Various parking standards - see explanation	up to 15,000	Sq.m.	30	It is assumed that the Hotel will be provided with operational & disabled car parking only. Hotel will therefore have 15 car parking spaces. If it is assumed that there is a 2,500 Sq.m D2 conference facility with car parking provided at 1 car parking space per 176 Sq.m, 15 car parking spaces will be provided.
D1 Non-Residential Institutions	Community Centre, Creche, Polyclinic	1 car parking space per 88 Sq.m.	up to 10,000	Sq.m.	114	<p>The planning application includes an element of D1 land use of between 400 and up to 10,000 square metres. The D1 land use category is quite broad and could include the following possible uses:</p> <ul style="list-style-type: none"> <li>▪ for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner,</li> <li>▪ as a crèche, day nursery or day centre,</li> <li>▪ for the provision of education,</li> <li>▪ or the display of works of art (otherwise than for sale or hire)</li> <li>▪ as a museum,</li> <li>▪ as a public library or public reading room,</li> <li>▪ as a public hall or exhibition hall,</li> <li>▪ for, or in connection with, public worship or religious instruction.</li> </ul> <p>There is no specific tenant or pre-let agreement in relation to the site. As such the range of floor area relates to possible levels and types of D1 land use. We are however aware of what is envisaged at present within this D1 land use. The three specific elements that are considered to be most likely are a polyclinic, a crèche and a multi faith centre. The site wide Travel Plan should include provisions for ensuring that the car parking that is made available for these uses is managed and controlled in a suitable manner.</p> <p>The detail of the scale and size of each of these is not finalised however the multi faith centre is currently envisaged to include a number of smaller meeting rooms as well as one larger venue with a capacity of in the region of 1,500 to 2,000 worshippers. At peak times the car parking would be restrictive and operational in nature. It would need to be carefully managed and prioritised for groups such as the mobility impaired. The multi faith element will therefore rely upon Travel Plan measures to cater for the bulk of those that travel to and from the site at its peak periods of operation, although such event periods will only represent a proportion of the time.</p> <p>The polyclinic is currently envisaged to be about 3,800 sq m in size. The use of such a facility would be expected to fluctuate throughout the day. Some of the spaces may be required for staff and operational need. Of those for visitors it is likely that those could be used more than once during an hour as the average visit is likely to be less than an hour long. These spaces may need to be managed to a degree to ensure that mobility impaired and operational spaces are available.</p> <p>It is envisaged that the crèche will be approximately 400 sq m in size. Limited staff parking would be provided. A high majority of trips would be expected to be local and either made by foot, by bus or linked trips.</p>

D2 Assembly & Leisure	Cricket, 5-a-Side, Basketball	1 car parking space per 176 Sq.m.	up to 15,800	Sq.m.	90	<p>No D2 car parking standards are contained in the Draft London Plan. PPG 13 maximum standard is 1 car parking space per 22 Sq.m. Proposed Surrey Canal car parking provision is 1 car parking space per 176 Sq.m, which is one-eighth of the standard set out in PPG 13.</p> <p>The application includes a range of scale of D2 Leisure and Entertainment land use from 4,120 sq m up to 15,800 sq m.</p> <p>The D2 provision envisaged could be a mixture of sporting provision such as basketball, 5-a-side football, indoor cricket practice facility, netball, badminton, gymnastics, spa, boxing, climbing, swimming, table tennis, studios and hockey.</p> <p>Many of these uses are not intensive generators of travel for the floor space concerned. This is in part due to their nature as well as the limited level of people that are associated with the use (e.g. 5-a-side football is limited to 10 people on a pitch). It is also the case that many of these activities are less likely to be heavily utilised during the day or in the traditional peak periods of travel. Instead they are likely to be concentrated around the evenings and weekend use. In general most of the sports uses being considered would be expected to cater for a relatively local catchment population.</p> <p>A management regime would be required to ensure that spaces provided for the mobility impaired and for minibus travel. Although accepted to be a restrictive level of parking it is considered that many of the trips to use the site would be local or use public transport and therefore the scale of provision is reasonable given the site characteristics. The parking provision for the D2 uses would be one area that the site wide Travel Plan should address to ensure that the parking is appropriately used.</p> <p>Larger coach access could be accommodated elsewhere on the site using on street, loading bays or possibly Millwall FC coach parking on non match days. School use of the facilities would be likely to occur to some degree, although this would be concentrated during the day time and outside of the traditional peak times of demand at the evenings and the weekend. Again the access and parking of coaches is an area that the site wide Travel Plan (as well as the individual Travel Plans by use) should look to manage.</p>
Car Club	Car Club	2 car club spaces per plot + 2 extra spaces			22	The location of Car Club parking spaces is not defined at this stage

Non Surrey Canal Based Land-Use	Description	Surrey Canal Parking Standard	Quantum	Sq.m./units	Surrey Canal Car Parking Spaces – Indicative by land use (Max)	Explanation
Other	Millwall FC Stadium	Site specific	-	-	50	It is proposed that the future level of parking associated with Millwall FC is a quantum of 50 spaces. These will be for the club officials, players and corporate hospitality and disable needs. The provision reflects the proposed improvements to public transport including the proposed Surrey Canal Road rail station together with pedestrian and cycle route enhancements. This level of parking has been discussed with Millwall FC as part of the development process.