

APPENDIX B

Parking Standards Consultation Leaflet (October 2014)

New Southwark Plan proposals highlighted in yellow

Table 1: Parking Standards – Maximum

Use Class	FALP	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and FALP
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
A1, B2 and B1 (General industry and warehousing, office and light industry)	B1 & B2 Central London 1 space per 1,000-1,500m2 gfa Inner London 1 space per 600-1,000m2 gfa For retail see table below	1 car parking space per 1500m2 gfa	1 car parking space per 1500m2 gfa.	1 car parking space per 1000m2 gfa	1 car parking space per 1000m2 gfa	1 car parking space per 600m2 gfa	1 car parking space per 600m2 gfa	No change to current which takes the most stringent FALP standards.

<p>A2 (Financial and professional services, including banks, building societies, estate agencies, employment agencies, betting offices and professional and financial services.</p> <p>Note: a distinction will be made between headquarters-style buildings of financial institutions and High Street banks, building societies etc, which will be treated as B1 office use.</p>	<p>PTAL 5&6 = 1 space/60-40m2 gfa PTAL 2, 3&4 = 1 space/50-30m2 gfa PTAL 1 = 30m2 gfa</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>More stringent than FALP</p>
<p>A3 Road side restaurants</p>	<p>Not specifically identified covered by standards in table below</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>No change to current policy, this class is not covered by FALP</p>

Fast food drive through restaurants	Not specifically identified covered by standards in table below	No site specific parking	No site specific parking	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	No change to current policy, this class is not covered by FALP
Pub Restaurants	Not specifically identified covered by standards in table below	No site specific parking	No site specific parking	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	No change to existing policy, this class is not covered by FALP
B8 Storage or distribution, including wholesale warehousing, distribution centres and repositories. Any associated office accommodation should be treated as B1 use class	1 commercial vehicle per 500 sqm. Cars – same as B1	No specific on site parking Minimum of 1 lorry space	No specific on site parking Minimum of 1 commercial vehicle space	1 lorry space per 200m2 gfa (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m2 gfa (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m2 gfa Car parking as B1	1 lorry space per 200m2 gfa Car parking as B1	No change to existing policy which is more stringent than FALP

<p>C1 Hotels, including boarding houses and guest houses</p>	<p>PTAL 4-6 limited to operational needs.</p> <p>PTAL 1-3 provision in line with objectives to reduce congestion, traffic levels and to avoid undermining walking, cycling and public transport</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>No change to current policy and in line with FALP</p>
<p>C2 Residential institutions, including residential schools/colleges and hospitals and nursing homes</p>	<p>Not specifically identified</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)</p>	<p>No change to existing policy and no standard applied in FALP</p>

<p>D1 Non residential institutions including: places of worship and religious halls, clinics, health centres, crèches, day nurseries and consulting rooms, museums, art galleries, exhibition halls and non-residential education and training facilities</p>	<p>Not specifically identified</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment.</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p></p>
<p>D2 Leisure and recreation facilities, cinemas and theatres, bingo, squash courts, fitness and sports clubs, tennis and badminton, swimming pool, conference facilities, clubs and dance halls</p>	<p>As C1 - Hotels</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment</p>	<p>No change to existing policy and in line with FALP</p>

Outdoor sports grounds	Not specifically identified	No site specific parking	No site specific parking	1 space per 4 players plus 1 space per 5 spectators	1 space per 4 players plus 1 space per 5 spectators	1 space per 3 players plus 1 space per 3.75 spectators	1 space per 3 players plus 1 space per 3.75 spectators	No change to existing policy and no standard applied in FALP
Golf courses 18 hole	Not specifically identified	No site specific parking	No site specific parking	75 spaces	75 spaces	100 spaces	100 spaces	No change to existing policy and no standard applied in FALP
Golf driving range	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per tee	0.75 spaces per tee	1 space per tee	1 space per tee	No change to existing policy and no standard applied in FALP
Riding centre	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per loos box/horse	0.75 spaces per loos box/horse	1 space per loose box/horse	1 space per loose box/horse	No change to existing policy and no standard applied in FALP
Caravan and camping sites	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per pitch	0.75 spaces per pitch	1 space per pitch	1 space per pitch	No change to existing policy and no standard applied in FALP

Reasons

To ensure parking standards accurately reflect the differing levels of access to public transport, the New Southwark Plan proposals are set against PTALs. This provides a more accurate and less arbitrary method of imposing standards based on a recognised and accepted method of evaluating accessibility.

Table 2: Maximum car parking standards for town centres

Retail Land Use

LBS proposed

	PTAL rating				
	6 Central Activity Zone	6-5 Other	4	3	2-1 Retail not appropriate
	1 space per m2 gfa				
Smaller food store up to 500m2 gfa	No site specific parking	75 m2	50 m2	40 m2	N/A
Food supermarket up to 2,500 m2 – rfa/4,000m2 gfa	No site specific parking	45 m2	30 m2	24 m2	N/A
Food superstore over 2,500 m2 rfa	No site specific parking	38 m2	25 m2	20 m2	N/A
Non-food warehouse	No site specific parking	88 m2	58 m2	47 m2	N/A
Garden Centre	No site specific parking	63 m2	42 m2	33 m2	N/A
Local centre/shopping mall	No site specific parking	75 m2	50 m2	40 m2	N/A

Differences to FALP and existing policy

No change to current standards and takes the more stringent line identified in FALP

um standards for retail uses per sqm GFA

FALP
Maxim

Use	PTAL 5-6	PTAL 2-4	PTAL 1
Food up to 500m2	75	50-35	30
Food up to 2,500m2	45-30	30-20	18
Food over 2,500m2	38-25	25-18	15
Non-food	60-40	50-30	30
Garden centre	65-45	45-30	25
Town Centre/ Shopping Mall/ Department Store	75-50	50-35	30

Table 3: Minimum Cycle Parking Standards

(Residential standards in Table 3 below)

Land Use	Summary of differences	Cycle parking standards minimum – Long Stay			Cycle parking standards minimum – Visitor/short stay		
		LBS Current	FALP	LBS Proposed	LBS Current	FALP	LBS Proposed
A1 food retail	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 175 m ²	1 space per 175 m ² a minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 40 m ² for first 750 m ² and 1 space per 300 m ² thereafter.	1 space per 40 m ² for first 750 m ² and 1 space per 300 m ² thereafter. Minimum of 2 visitor spaces.
A1 non-food retail	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 100 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter.	1 space per 100 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter. A minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 125 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter.	1 space per 125 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter. Minimum of 1 visitor space
A2 – A5	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 175 m ² .	1 space per 175 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 40 m ² .	1 space per 40 m ² . Minimum of 2 visitor spaces.

B1 offices	Double the number of spaces compared to FALP and increased provision compared to existing policy	1 space per 250m ² , minimum 2 spaces	1 space per 90 m ² .	1 space per 45 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 500 m ² .	1 space per 500 m ² . Minimum of 2 spaces.
B1 light industrial	In line with FALP, no change to existing policy but with minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 250 m ² .	1 space per 250 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 1,000 m ² .	1 space per 1,000 m ² . Minimum of 2 spaces.
B2 –B8	In line with FALP, increased provision for short stay against existing policy, with minimum number of spaces.	1 space per 500m ² , minimum 2 spaces	1 space per 500 m ² .	1 space per 500 m ² . Minimum of 2 spaces.	1 space per 500m ² , minimum 2 spaces	1 space per 1,000 m ² .	1 space per 1,000 m ² . Minimum of 2 spaces.
C1	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 20 bedrooms.	1 space per 20 bedrooms. Minimum of 2 spaces.	No standard identified	1 space per 50 bedrooms.	1 space per 50 bedrooms. Minimum of 2 spaces.

C2 Hospitals, care homes / secure accommodations	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 5 staff.	1 space per 5 staff. Minimum of 2 spaces.	No standard identified	1 space per 30 staff or 1 space per 20 bedrooms for care homes and secure accommodation.	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	No existing policy, proposed more stringent than FALP but with minimum number of spaces.	No standard identified	1 space per 2 beds.	1 space per bed. Minimum of 2 spaces.	No standard identified	1 space per 40 beds.	1 space per 10 beds. Minimum of 2 spaces.
D1 Nurseries / schools (all)	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff and 1 space per 8 students.	1 space per 8 staff and 1 space per 8 students. Minimum of 2 spaces.	No standard identified	1 space per 100 students.	1 space per 100 students. Minimum of 2 spaces.
D1 Universities and colleges	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 4 staff and 1 space per 20 FTE students	1 space per 4 staff and 1 space per 20 FTE students	No standard identified	1 space per 7 FTE.	1 space per 7 FTE. Minimum of 2 spaces.

D1 Health centres, including dentists	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 5 staff.	1 space per 5 staff. Minimum of 2 spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.
D1 Other	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 100 m2.	10 space per 100 m2. Minimum of 2 spaces.
D2 Sports (e.g. sports hall, swimming pool, gym, etc.)	No existing policy, proposed more stringent than FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 100 m2.	1 space per 100 m2. Minimum of 2 spaces.
D2 Other (cinema, bingo, etc.)	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 30 seats.	1 space per 30 seats. Minimum of 2 spaces.

Reasons

Current cycle parking standards are uniform across Southwark and are only applied to 4 use classes. Greater clarity is required for different use classes and standards should reflect the targets for cycle growth expressed in both Southwark's Cycling Strategy and the Mayor's vision for cycling. Visitor cycle spaces are as important as long stay spaces.

Table 4: Residential Parking Standards

Preferred option

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Zero maximum spaces per unit. On street permits will not be available for residents and businesses for new developments.	1 space per bedroom plus one space per dwelling. 1 visitor space per 10 units.
PTAL 4 areas	0.5 maximum spaces per unit. On street permits will not be available for residents and businesses for new developments in controlled parking zones.	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 3 areas	1 maximum space per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 2 areas	1.5 - 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 1 areas	1.5 – 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.

Differences to FALP and existing policy

The current policy is separated between different zones, the proposed is in line with FALP by using PTAL areas. In all cases the car parking standards are more stringent than FALP and existing policy. In particular, higher PTALs have a maximum of zero car parking. Cycle parking is more stringent than FALP linking cycle spaces to the number of bedrooms plus an addition space to accommodate a dwelling with a double room.

FALP Standards

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Sub-urban – up to 1 per unit Urban - up to 1 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings
PTAL 2- 4 areas	Sub-urban – up to 1.5 per unit Urban - up to 1 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings
PTAL 1 areas	Sub-urban – up to 2 per unit Urban - up to 1.5 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings

Option 2: Existing car parking standards with modified FALP cycle parking standards

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
Central Activity Zone (High Accessibility to Public Transport)	0.4 of a maximum space per unit. On street permits will not be available for residents and businesses for new developments.	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Public Transport Accessibility (High Accessibility to Public Transport)	1 maximum space per unit. On street permits will not be available for residents and businesses for new developments	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Urban Zone (Medium Accessibility to Public Transport)	1 maximum space per unit. On street permits may not be available for residents and businesses for new developments	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Urban Zone (Low Accessibility to Public Transport)	1.5 maximum space per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Suburban Zone (Low Accessibility to Public Transport)	1.5 – 2 maximum spaces per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.

Current policy

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (maximum)
Central Activity Zone (High Accessibility to Public Transport)	0.4 of a maximum space per unit. On street permits will not be available for residents and businesses for new developments.	1 space per unit plus 1 visitor space per 10 units.
Public Transport Accessibility (High Accessibility to Public Transport)	1 maximum space per unit. On street permits will not be available for residents and businesses for new developments	1 space per unit plus 1 visitor space per 10 units.
Urban Zone (Medium Accessibility to Public Transport)	1 maximum space per unit. On street permits may not be available for residents and businesses for new developments	1 space per unit plus 1 visitor space per 10 units.
Urban Zone (Low Accessibility to Public Transport)	1.5 maximum space per unit	1 space per unit plus 1 visitor space per 10 units.
Suburban Zone (Low Accessibility to Public Transport)	1.5 – 2 maximum spaces per unit	1 space per unit plus 1 visitor space per 10 units.