

New Southwark Plan Preferred Option

Appendix 6

Cycle and car parking standards

1.	Table 1: Residential Cycle and Car Parking Standards	Page 1
2.	Table 2: Minimum cycle parking standards for non residential uses	Page 3
3.	Table 3: Maximum car parking standards for non-residential uses	Page 7
4.	Table 4: Maximum car parking standards for town centres	Page 14

Table 1: Residential Cycle and Car Parking Standards

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.
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 London Plan 2015 consolidated with alterations since 2011 and existing policy

The current policy is separated between different zones, the proposed are in line with London Plan (2015) by using PTAL areas. In all cases the car parking standards are more stringent than London Plan (2015) and existing policy. In particular, higher PTALs have a maximum of zero car parking. Cycle parking is more stringent than London Plan (2015) linking cycle spaces to the number of bedrooms plus an addition space to accommodate a dwelling with a double room.

For reference: London Plan 2015 consolidated with alterations since 2011 standards:

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Suburban – 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	Suburban – 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 1 areas	Suburban – 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

Table 2: Minimum cycle parking standards for non residential uses

Land Use	Summary of differences	Cycle parking standards minimum: Long Stay			Cycle parking standards minimum: Visitor/short stay		
		LBS Current	London Plan (2015)	LBS Proposed	LBS Current	London Plan (2015)	LBS Proposed
A1 food retail	Same as London Plan (2015) and increase in spaces against existing with a minimum number of spaces.	1 space per 250m2, minimum 2 spaces	1 space per 175 m2	1 space per 175 m2 a minimum of 2 spaces.	1 space per 250m2, minimum 2 spaces	1 space per 40 m2 for first 750 m2 and 1 space per 300 m2 thereafter.	1 space per 40 m2 for first 750 m2 and 1 space per 300 m2 thereafter. Minimum of 2 visitor spaces.
A1 non-food retail	Same as London Plan (2015) and increase in spaces against existing with a minimum number of spaces.	1 space per 250m2, minimum 2 spaces	1 space per 100 m2 for first 1,000 m2 and 1 space per 1,000 m2 thereafter.	1 space per 100 m2 for first 1,000 m2 and 1 space per 1,000 m2 thereafter. A minimum of 2 spaces.	1 space per 250m2, minimum 2 spaces	1 space per 125 m2 for first 1,000 m2 and 1 space per 1,000 m2 thereafter.	1 space per 125 m2 for first 1,000 m2 and 1 space per 1,000 m2 thereafter. Minimum of 1 visitor space
A2 – A5	Same as London Plan (2015) and increase in spaces against existing with a minimum number of spaces.	1 space per 250m2, minimum 2 spaces	1 space per 175 m2.	1 space per 175 m2. Minimum of 2 spaces.	1 space per 250m2, minimum 2 spaces	1 space per 40 m2.	1 space per 40 m2. Minimum of 2 visitor spaces.
B1 offices	Double the number of spaces compared to London Plan (2015) and increased provision compared to existing policy	1 space per 250m2, minimum 2 spaces	1 space per 90 m2.	1 space per 45 m2. Minimum of 2 spaces.	1 space per 250m2, minimum 2 spaces	1 space per 500 m2.	1 space per 250 m2. Minimum of 2 spaces.

Land Use	Summary of differences	Cycle parking standards minimum: Long Stay			Cycle parking standards minimum: Visitor/short stay		
		LBS Current	London Plan (2015)	LBS Proposed	LBS Current	London Plan (2015)	LBS Proposed
B1 light industrial	In line with London Plan (2015), no change to existing policy but with minimum number of spaces.	1 space per 250m2, minimum 2 spaces	1 space per 250 m2.	1 space per 250 m2. Minimum of 2 spaces.	1 space per 250m2, minimum 2 spaces	1 space per 1,000 m2.	1 space per 250 m2. Minimum of 2 spaces.
B2 –B8	In line with London Plan (2015), increased provision for short stay against existing policy, with minimum number of spaces.	1 space per 500m2, minimum 2 spaces	1 space per 500 m2.	1 space per 500 m2. Minimum of 2 spaces.	1 space per 500m2, minimum 2 spaces	1 space per 1,000 m2.	1 space per 500 m2. Minimum of 2 spaces.
C1	No existing policy, proposed same as London Plan (2015) 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 London Plan (2015) 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.

Land Use	Summary of differences	Cycle parking standards minimum: Long Stay			Cycle parking standards minimum: Visitor/short stay		
		LBS Current	London Plan (2015)	LBS Proposed	LBS Current	London Plan (2015)	LBS Proposed
C2 Student accommodation	No existing policy, proposed more stringent than London Plan (2015) 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 London Plan (2015) 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 London Plan (2015) 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 3 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 London Plan (2015) 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 London Plan (2015) 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.

Land Use	Summary of differences	Cycle parking standards minimum: Long Stay			Cycle parking standards minimum: Visitor/short stay		
		LBS Current	London Plan (2015)	LBS Proposed	LBS Current	London Plan (2015)	LBS Proposed
D2 Sports (e.g. sports hall, swimming pool, gym, etc.)	No existing policy, proposed more stringent than London Plan (2015) 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 London Plan (2015) 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 3: Maximum car parking standards for non-residential uses

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		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	1 car parking space per 1500m2 GFA	Zero	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 London Plan (2015) standards.
	Inner London 1 space per 600-1,000m2 GFA							
	For retail see Table 4							

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
<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</p> <p>PTAL 2, 3&4 = 1 space/50-30m2 GFA</p> <p>PTAL 1 = 30m2 GFA</p>	No site specific parking	No site specific parking	No site specific parking	No site specific parking	No site specific parking	No site specific parking	<p>More stringent than London Plan (2015)</p> <p>No change to current policy, this class is not covered by London Plan (2015)</p>
	Not specifically identified; covered by standards in Table 4.	No site specific parking	No site specific parking	1 space per 10m2 GFA	1 space per 10m2 GFA	1 space per 10m2 GFA	1 space per 10m2 GFA	
A3 Road side restaurants	Not specifically identified; covered by standards in Table 4.	No site specific parking	No site specific parking	1 space per 10m2 GFA	1 space per 10m2 GFA	1 space per 10m2 GFA	1 space per 10m2 GFA	No change to current policy, this class is not covered by London Plan (2015)

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
Fast food drive through restaurants	Not specifically identified; covered by standards in Table 4.	No site specific parking	No site specific parking	1 space per 10m ² GFA where no seating is provided only essential operational parking is permitted.	1 space per 10m ² GFA where no seating is provided only essential operational parking is permitted.	1 space per 10m ² GFA where no seating is provided only essential operational parking is permitted.	1 space per 10m ² GFA where no seating is provided only essential operational parking is permitted.	No change to current policy, this class is not covered by London Plan (2015)
Pub Restaurants	Not specifically identified; covered by standards in Table 4.	No site specific parking	No site specific parking	1 space per 10m ² GFA – upto and including 1,000m ² GFA. Over 1,000m ² – 1 space per 20m ² GFA	1 space per 10m ² GFA – upto and including 1,000m ² GFA. Over 1,000m ² – 1 space per 20m ² GFA	1 space per 10m ² GFA – upto and including 1,000m ² GFA. Over 1,000m ² – 1 space per 20m ² GFA	1 space per 10m ² GFA – upto and including 1,000m ² GFA. Over 1,000m ² – 1 space per 20m ² GFA	No change to existing policy, this class is not covered by London Plan (2015)
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 200m ² GFA (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m ² GFA (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m ² GFA Car parking as B1	1 lorry space per 200m ² GFA Car parking as B1	No change to existing policy which is more stringent than London Plan (2015)

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
C1 Hotels, including boarding houses and guest houses	PTAL 4-6 limited to operational needs.	No site specific parking	No site specific parking	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	No change to current policy and in line with London Plan (2015)
	PTAL 1-3 provision in line with objectives to reduce congestion, traffic levels and to avoid undermining walking, cycling and public transport			1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	
C2 Residential institutions, including residential schools/ colleges and hospitals and nursing homes	Not specifically identified	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	No change to existing policy and no standard applied in London Plan (2015)

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
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	Not specifically identified	No site specific parking	No site specific parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment.	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	
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	As C1 - Hotels	No site specific parking	No site specific parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	No change to existing policy and in line with London Plan (2015)
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 London Plan (2015)

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
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 London Plan (2015)
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 London Plan (2015)
Riding centre	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per loose box/horse	0.75 spaces per loose box/horse	1 space per loose box/horse	1 space per loose box/horse	No change to existing policy and no standard applied in London Plan (2015)

Use Class	London Plan (2015)	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and London Plan (2015)
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
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 London Plan (2015)

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 4: Maximum car parking standards for town centres

Retail Land Use

	PTAL rating				
	6 Central Activity Zone	6-5 Other	4	3	2-1 Retail not appropriate
	1 space per m2 GFA (Gross Floor Area) or RFA (Retail Floor Area)				
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 London Plan 2015 consolidated with alterations since 2011 and existing Southwark policy

No change to current standards and takes the more stringent line identified in London Plan (2015)

For reference, London Plan 2015 consolidated with alterations since 2011

Town and local centres provide important services and facilities for the borough's

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