

Appendix D

London Plan Parking Standard

Designated Blue Badge parking bays recommended in BS 8300:2009			
Building Type	Provision from the outset		Future provision
	number of spaces* for each employee who is a disabled motorist	number of spaces* for visiting disabled motorists	number of enlarged standard spaces**
workplaces	one space	5% of the total capacity	a further 5% of the total capacity
shopping, recreation and leisure facilities	one space	6% of the total capacity	a further 4% of the total capacity
railway buildings	one space	5% of the total capacity	a further 5% of the total capacity
religious buildings and crematoria	two spaces or 6% whichever is the greater.		a further 4% of the total capacity
sports facilities	determined according to the usage of the sports facility***		

Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future.

*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.

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Parking for retail

Maximum standards for retail uses: space per sq. m of gross floor space			
Use	PTAL 6 and 5	PTAL 4 to 2	PTAL 1
Food			
Up to 500 m ²	75	50-35	30
Up to 2500 m ²	45-30	30-20	18
Over 2500 m ²	38-25	25-18	15
Non food	60-40	50-30	30
Garden Centre	65-45	45-30	25
Town Centre/ Shopping Mall/ Dept. Store	75-50	50-35	30
<p>Notes:</p> <p>Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.</p> <p>Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.</p> <p>10% of all spaces must be for electric vehicles with an additional 10% passive provision for electric vehicles in the future.</p>			

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Parking for employment uses

Non-operational maximum standards for employment B1: spaces per sq. m of gross floor space	
Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100
<p>Note</p> <p>20 % of all spaces must be for electric vehicles with an additional 10 % passive provision for electric vehicles in the future.</p>	

Parking for residential development

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 –1 per unit	Less than 1 per unit
<p>Notes:</p> <p>All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.</p> <p>Adequate parking spaces for disabled people must be provided preferably on-site</p> <p>20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.</p> <p>The forthcoming SPG on Housing will include a table setting out a matrix of residential parking standards that reflect PTAL levels.</p>			