

Preliminary draft charging schedule (October 2011) and  
consultation responses

Draft charging schedule ( February 2012)

Viability Advice on CIL/Tariff for Broadland, Norwich and  
South Norfolk GVA, December 2010 (and addendum, June  
2011)

CIL Charging Zones Schedule, GVA August 2011

Supplementary viability evidence relating to flats in Norwich  
City, GNDP, December 2011

Supplementary evidence on residential viability, GNDP,  
December 2011

Supplementary evidence on the viability of large scale  
convenience goods based retail development, GNDP,  
December 2011

Other GNDP CIL background documents, various.

## **Planning obligations and development viability**

### **Policy DM33**

#### **Planning Obligations**

##### **General principles**

Delivery of essential infrastructure on or adjoining a site which:

- a) is only necessary as a direct consequence of the development proposed; and
- b) cannot be secured via condition; and
- c) is not identified as infrastructure to be delivered through the Community Infrastructure Levy (infrastructure identified on the “Regulation 123 list”)

will be secured by a site specific planning obligation.

Planning obligations will be required to secure infrastructure which is necessary to ensure:

- a) the delivery of sustainable development (through compliance with the policies of this plan, other development plan documents and relevant neighbourhood plans);
- b) the delivery of affordable housing;
- c) the delivery of on-site open space and playspace required directly to serve the development
- d) pedestrian and highway safety improvements necessary to secure satisfactory access to the development via a range of modes of transport.

### **Viability considerations**

In cases where it is demonstrated by independent viability assessment that:

a) the impact of CIL contributions, planning obligations and abnormal development costs in combination would result in a proposed development becoming economically unviable; and

b) a viable scheme cannot be achieved by amendments to the proposals which are consistent with the other policies within this plan,

planning obligation requirements covering specific matters may be reduced by agreement, in accordance with the Council's approved Planning Obligations Prioritisation Framework (or successor document) or consideration may be given to specific infrastructure which would normally be delivered through a planning obligation being added to the "Regulation 123 list" and delivered instead via CIL.

### **Supplementary text**

440. The NPPF, in its section on Planning Conditions and Obligations, sets out the parameters for planning obligations. The purpose of planning obligations is to make acceptable development which would otherwise be unacceptable in planning terms. Regulation 122 of the Community Infrastructure Levy Regulations 2010 makes it unlawful for a planning obligation to be taken into account in determining a

planning application if it does not meet the three tests set out in Regulation 122 (also set out in paragraph 204 of the NPPF).

441. For many years, planning obligations had been the main delivery mechanism to negotiate and secure improvements to deliver essential planning benefits from development through the planning process. In Norwich, as elsewhere, planning obligations may still be necessary to cover matters which cannot be dealt with directly by conditions on a planning permission or can be covered by a contribution made directly through CIL but are necessary to mitigate the wider impacts of development in the public interest and to ensure compliance with the policies of the local plan.
442. Planning obligations are secured by a binding legal agreement made between the developer, the city council and any third parties involved. Developers also have the alternative option to deal with matters normally covered by an agreement by means of a unilateral undertaking to carry out an action, put in place certain arrangements or make a financial contribution for agreed purposes which complies with the three tests.
443. The relevant legislation covering planning obligations is currently section 106 of the Town and Country Planning Act 1990 (hence “section 106 agreements”). Where off site improvements require works to the adopted public highway (including traffic management measures such as traffic regulation orders), an agreement may additionally be sought under section 278 of the Highways Act 1980.
444. Following the introduction of the Community Infrastructure Levy across the greater Norwich area, many aspects of infrastructure funding previously dealt with through site-

specific planning obligations can be addressed directly through CIL, enabling revenue raised from the CIL tariff on developers to be targeted flexibly and appropriately in accordance with community needs and aspirations (see policy DM33 above). This means that the scope and use of planning obligations in Norwich required by this plan is much reduced compared with what has been normal in the past.

Nevertheless, there will still be cases where individual development proposals give rise to site-specific requirements and localised impacts beyond the site boundary which cannot be dealt with by planning condition and, because they cannot be regarded as strategic matters, do not fall within the scope of CIL.

445. The council will seek and encourage flexible and innovative funding solutions which make use of both site-specific planning obligations/contributions, where these are agreed to be necessary, alongside appropriate and targeted deployment of CIL revenue to ensure the community benefits of individual developments can be maximised and the impact on development viability minimised. Developers will not be required to enter into planning obligations seeking additional financial contributions for matters which are already covered wholly by the Community Infrastructure Levy.
446. The city council's published "regulation 123 list" specifies the matters which are appropriate to cover by means of a planning obligation. This includes, for example, providing and agreeing management arrangements for affordable housing within private sector housing schemes, longer term maintenance of local open space and playspace, financial contributions necessary to offset the direct impacts of new development

from traffic generation (including travel planning and sustainable transport initiatives), and works in the public realm in the immediate vicinity of the site. Developers are advised to consult the most recent list, attached to the CIL charging schedule for the time being in force, for more detail on the scope of planning obligation agreements within Norwich. Further advice on the application and scope of planning obligations relating to transportation matters is contained in appendix 4 of this plan.

447. The NPPF acknowledges the value of planning obligations in the planning system but stresses that they should be proportionate and reasonable. It sets out that the combined impact of obligations and other policy requirements should not be such that the ability to develop sites viably is threatened. Accordingly in the interests of facilitating and delivering sustainable development, Policy DM33 recognises that the requirements for planning obligations may be relaxed in circumstances where viability of development would be clearly compromised. This would include cases where a scheme could be rendered unviable by, for example:

- Achieving a required scheme density under policy DM2
- Achieving a required minimum size of units
- Achieving required parking provision under policy DM31
- Meeting abnormal engineering construction costs associated with mitigating subsidence risk or ground contamination under policy DM11

448. Prior to the introduction of CIL, the city council had introduced a formal procedural framework for the independent assessment of scheme viability in relation to planning obligations, involving “open book” viability assessments and a mechanism for prioritising different obligations within development schemes. With the introduction of a non negotiable, viability-tested charge through CIL, this framework will no longer apply, since it can be expected that most if not all site specific planning obligations deemed necessary will relate to matters which are essential to make the development acceptable and hence the scheme could not be approved without them. Accordingly the only matter which may be open to negotiation in planning obligations, so long as regulations do not allow this to be brought within the scope of CIL, is likely to be the degree to which a scheme can deliver affordable housing in accordance with JCS policy 4.
449. Because the legislative context for planning obligations is changing rapidly, further practice guidance in support of this policy is expected to be necessary once the CIL charging system becomes fully established including more detailed advice on viability considerations, clarification as to what extent planning obligation requirements can be relaxed and practice examples of off site improvements funded through a combination of planning obligations and CIL .

#### Alternative options

An alternative option is to have no policy on planning obligations or the community infrastructure levy and to rely on the JCS and national guidance. This approach would not adequately explain the operation of planning obligations in the Norwich context. The CIL charging

schedule and regulation 123 list set out in broad terms the matters which will be covered by CIL, but does not relate those matters explicitly to the planning process. Accordingly specific local policies are considered necessary on these aspects both to give developers some certainty on these issues and to explain how the system will work in practice.

A further option is to include much more content on the specific matters which will be covered by planning obligations and describe the procedures which will deliver them in detail. This level of detail is not appropriate to include in a local plan policy, since plans are required to be succinct, flexible and responsive. The regulations allow the scope of matters to be covered by planning obligations and CIL to be reviewed over the course of the plan period in response to changing community needs and aspirations. It is recognised that further advice and guidance will be needed on specific planning obligation issues, such as affordable housing, playspace provision and transport contributions, to be set out in concise supplementary planning guidance and technical advice notes.

## References

- NPPF, CLG, 2012: Ensuring viability and deliverability: Planning Conditions and Obligations
- JCS policy 20: Implementation
- Community Infrastructure Levy Regulations 2010
- Planning Obligations Prioritisation Framework, Norwich City Council, May 2009 (revised February 2011)



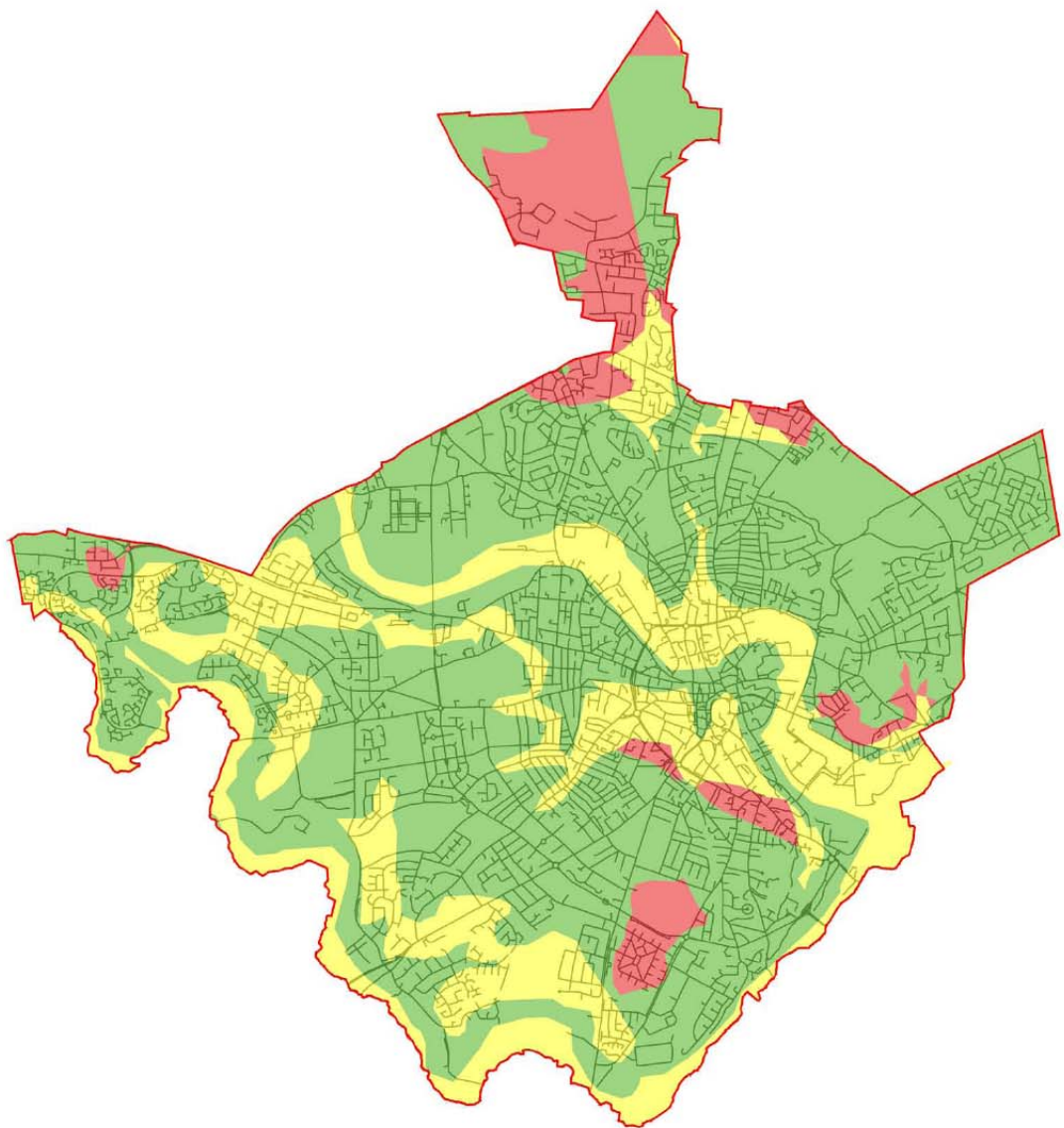
# How we will monitor the plan

- 450. Reviewing and monitoring how well local plans are performing is an essential element of the planning system. By assessing how well the policies are being achieved against clear targets, decisions can be made as to whether policies or documents need adjusting or replacing.
- 451. A monitoring framework will be developed, and where possible linked to other plan monitoring.

*[this section will be significantly expanded prior to submission to specify local monitoring indicators and develop a specific local plan monitoring framework for Norwich where the JCS monitoring framework is insufficient, taking account of the advice in the Sustainability Appraisal Report]*

Draft

# Appendix 1 – Infiltration capacity drainage map

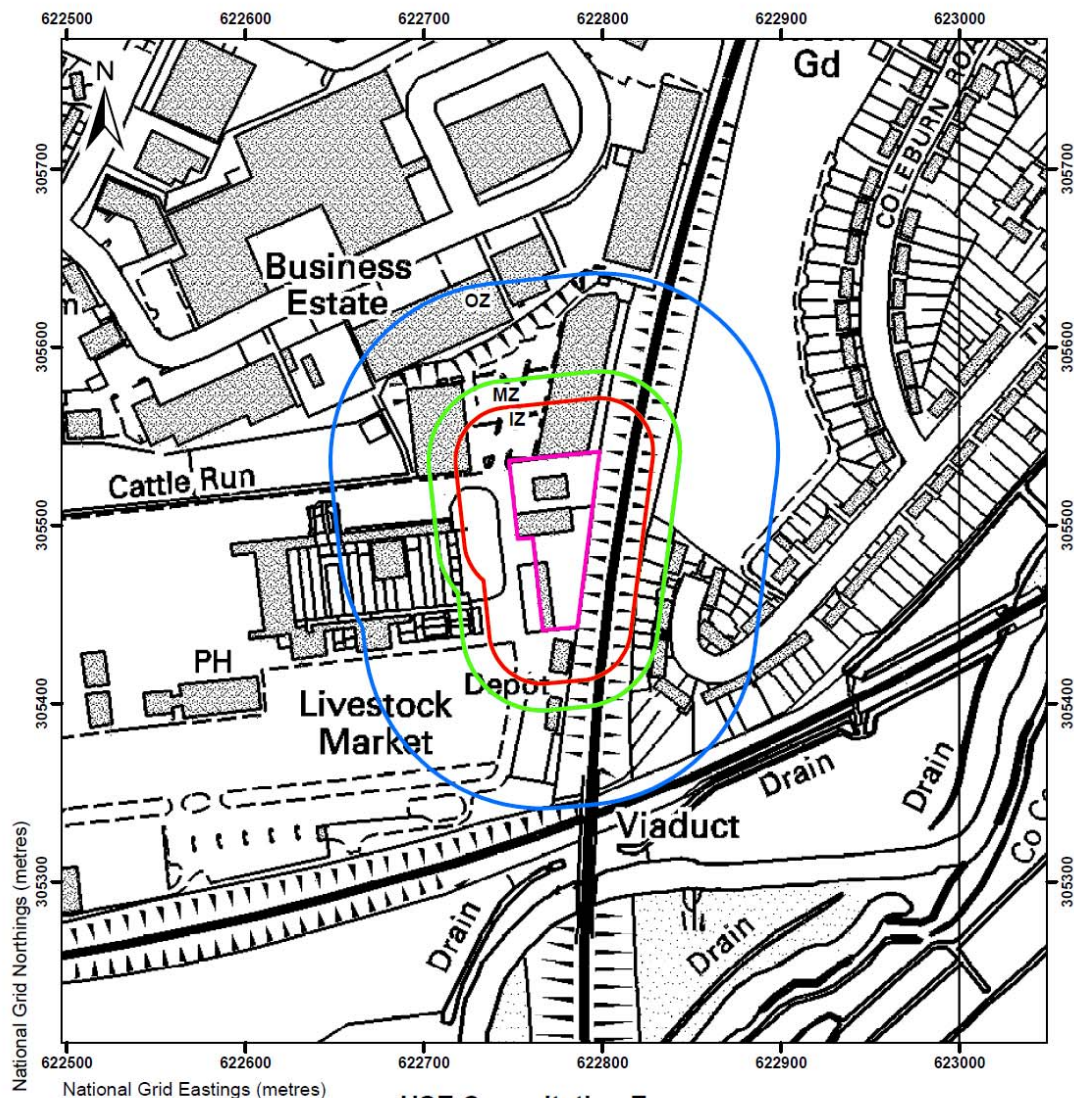


## Legend

- Heavy Soils - Impermeable paving may be permitted.
- Medium Soils - Permeable paving is suitable (No permission required)
- Light Soils - Permeable paving is suitable (No permission required)

Draft

# Appendix 2 – Health and Safety Executive Areas



## HSE Consultation Zones

Calor Gas LTd, Calor Centre, Livestock Market,  
Hall Road, Norwich, NR4 6EQ

HSE HID CI5 No: H0782  
Grid Ref: TG 227 054

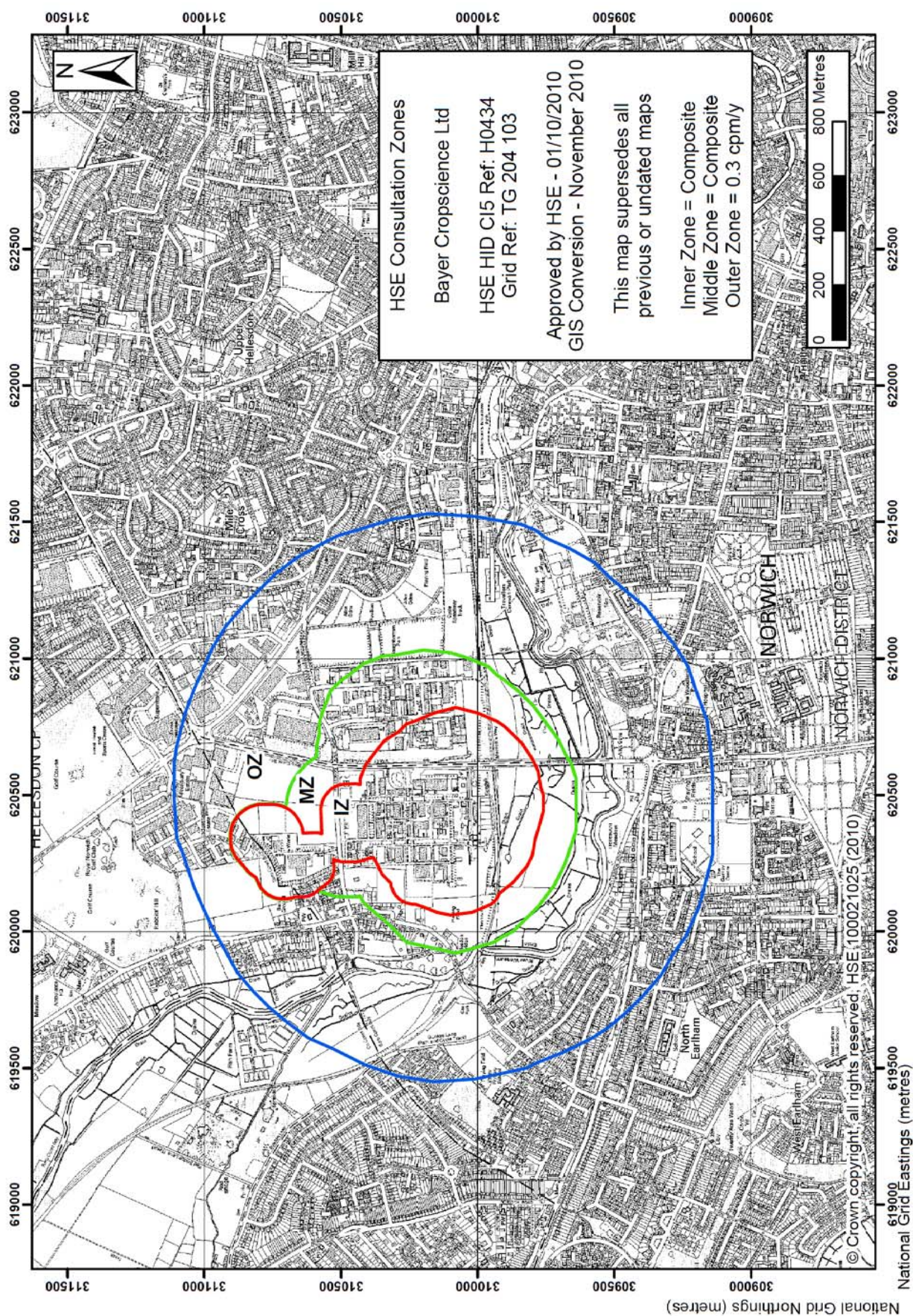
Prepared - January 2007

This map supersedes all previous or undated maps

IZ = Inner Zone  
MZ = Middle Zone  
OZ = Outer Zone

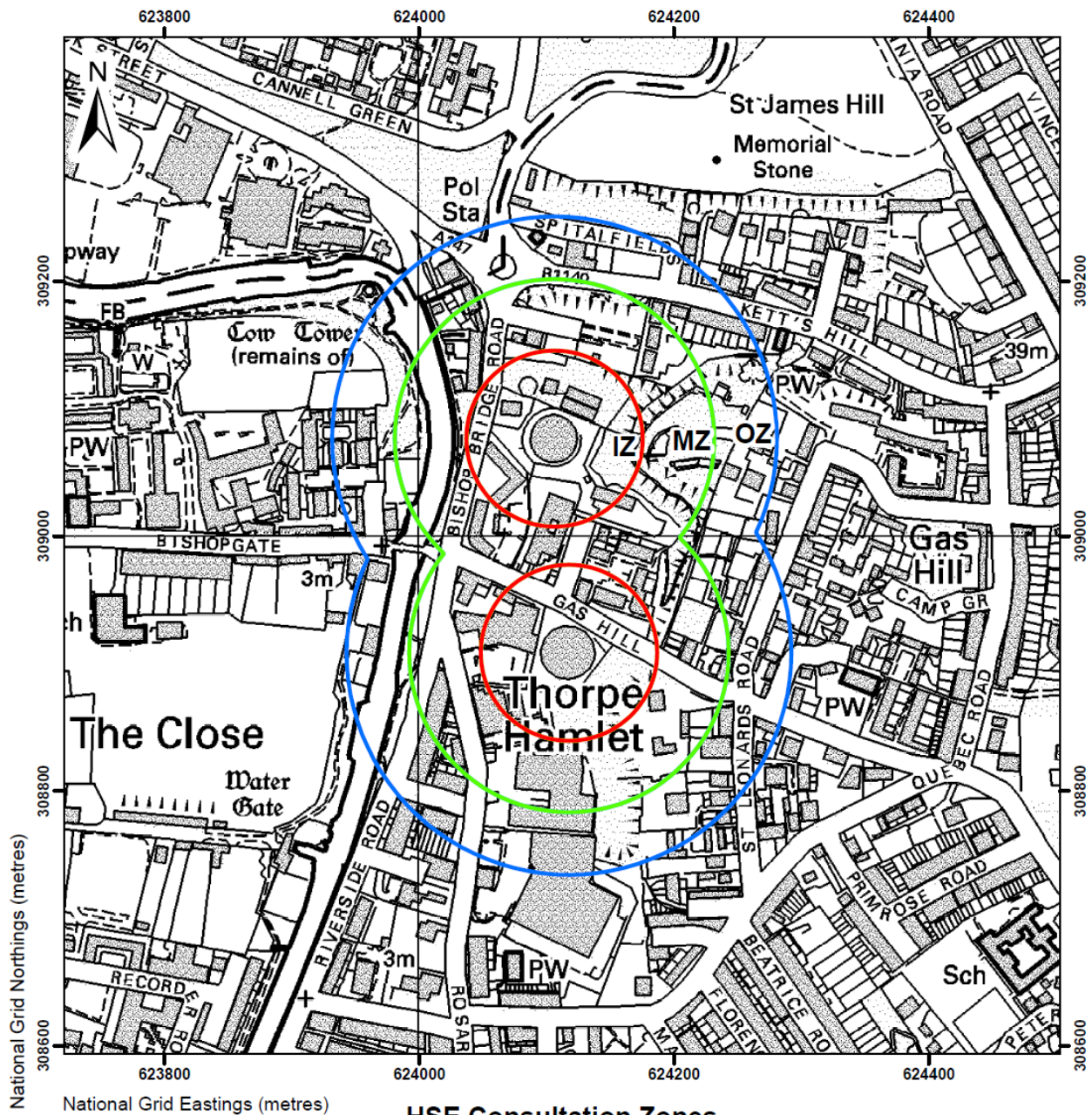
0 50 100 200 Metres











### HSE Consultation Zones

Transco, Bishops Bridge Holder Station, Bishops Bridge, Norwich,  
Norfolk

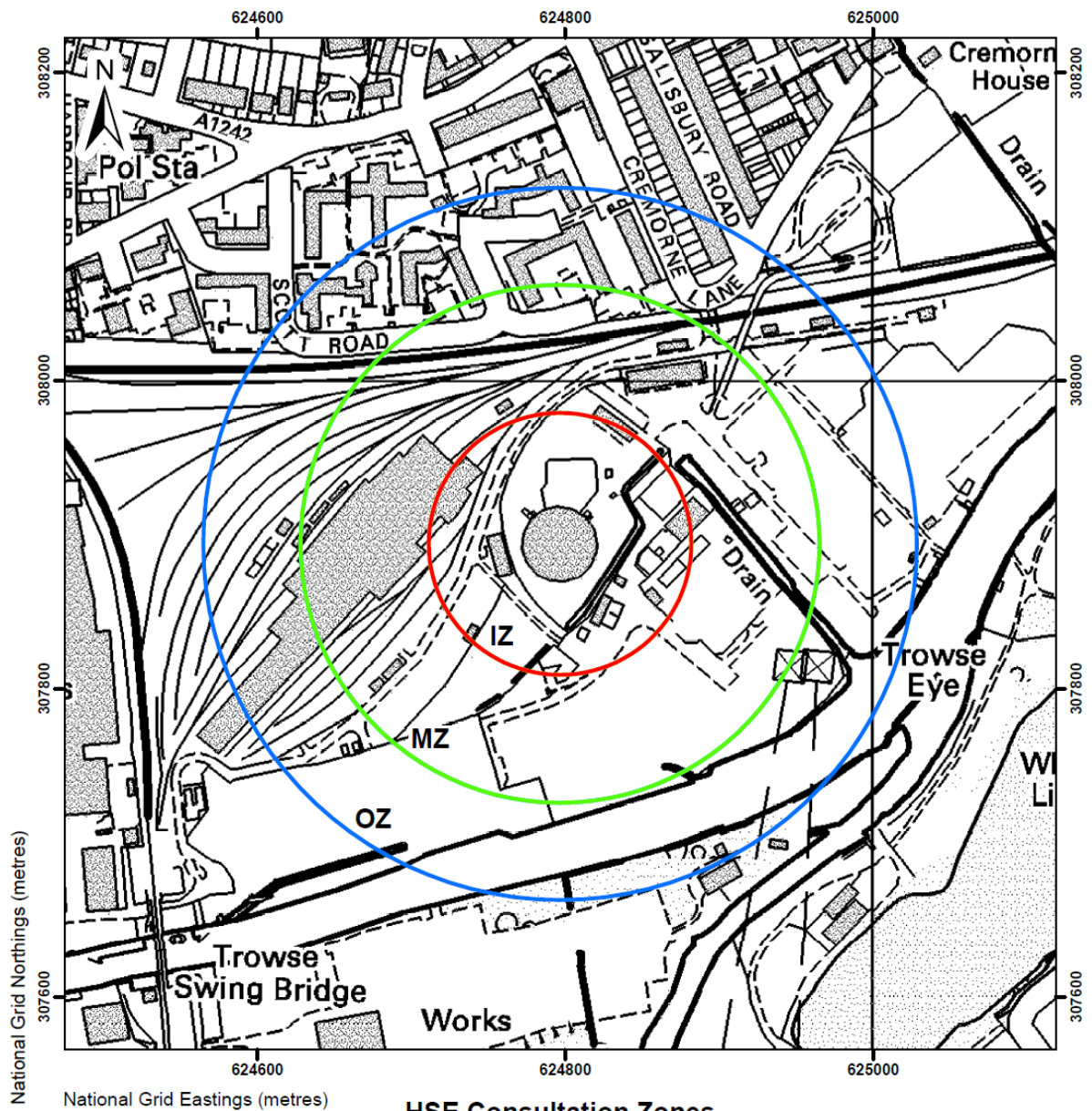
HSE HID CI5 Ref: H1687  
Grid Ref: TG 241 090

Prepared - January 2007  
This map supersedes all previous or undated maps

IZ = Inner Zone  
MZ = Middle Zone  
OZ = Outer Zone

0 50 100 200 Metres





### HSE Consultation Zones

Transco, Cremorne Lane Holder Station, Cremorne Lane, Norwich,  
NR1 1TZ

HSE HID CI5 Ref: H1688  
Grid Ref: TG 249 079

Prepared - January 2007  
This map supersedes all previous or undated maps

IZ = Inner Zone  
MZ = Middle Zone  
OZ = Outer Zone

0 50 100 200 Metres

Draft

## **Appendix 3 – Areas affected by potential subsidence problems**

[deleted]

Draft

Draft

# **Appendix 4 – Standards for transportation requirements within new developments**

This appendix provides further information and guidance to interpret and supplement the development management policies that relate to transportation. In particular, it applies to policies DM28, DM31 and DM33 and contains the standards that will apply to all development for which planning permission is sought.

Advice on site specific works that are necessary to facilitate access to the development are not included (see policy DM30) and these must be considered. Consistency with these standards is not in itself, therefore, sufficient to demonstrate that a given proposal is acceptable either in transportation or planning terms.

Norwich city centre has one of the largest surviving mediaeval street layouts in the UK and thus has very specific parking and access requirements. These are reflected within this appendix. Additionally, transportation requirements have been adjusted to suit the particular location and function of proposed developments. The areas and locations to which the individual standards apply can be found on the Policies Map.

## **The Role of Design**

The city council has emphasised the importance of good design in all submitted planning applications for many years, including the need for suitable landscaping. Car parking and servicing areas are rarely attractive visually and should be designed to minimise their impact on the immediate townscape and landscape in accordance with policies DM3 and DM28.

## **Contributions to Strategic and Local Transport Infrastructure**

National and local transport policies result from a growing realisation that the cost of inefficient use of transport infrastructure is too high in both environmental and financial terms. However, as developments are rarely without transport impact, developments (in accordance with policy DM33) are expected to support the provision of necessary transport infrastructure, and within the City boundary, sustainable transport infrastructure in particular. The delivery of infrastructure, and measures to encourage sustainable transport, is essential to mitigate the transport impacts of development, to plan for sustainable development in accordance with the requirements of the NPPF and support the expansion of business and the local economy whilst protecting the local environment.

Community Infrastructure Levy (CIL) charging is the primary means of funding strategic transport infrastructure. This largely replaces funding previously delivered through planning obligation agreements for individual development schemes. The December 2011 announcement of government funding for part-construction of the Norwich northern distributor road (NDR) is conditional on agreeing a package of sustainable transport measures within the city boundary.

The council will therefore seek to ensure that a proportion of CIL receipts at least equivalent to that which would have been payable under the previous planning obligation-based system will be retained to fund the necessary sustainable transport infrastructure in Norwich.

In addition to the strategic infrastructure delivered through CIL, it will be necessary in most cases to address the more localised transportation impacts of development by means of essential off-site works, including improvements to highway or footway, traffic regulation orders and site specific travel plans to encourage sustainable travel choices. So long as they are fairly and reasonably necessary to make development acceptable in planning terms, such measures will continue to be funded by means of site-specific planning obligations, the scope of which are outlined in policy DM33.

The Council may agree that the contribution to be used for sustainable transport infrastructure is used for a particular project, or within a specific geographical area, and could be provided by the developer as 'in kind' works. Where agreement is reached that a particular payment will be used for a specific project this will be provided within a reasonable time, although it may be necessary to await the accumulation of funds to help provide finance, for example, for a new whole car park for park and ride. However, where contributions are used for a specific purpose, it is not the intention that any particular improvement will be exclusively for users of a particular development but will form part of the larger transport system available to all.

## **Travel Plans**

Policy DM28 requires larger developments to be supported by a Travel Plan. Developers will need to show that every effort has been made to ensure that local facilities and public transport are accessible. Developments, particularly those that have high levels of trip generation, should be sited and designed to maximise access by all modes of transport and will be expected to support appropriate transportation measures off-site. Those developments which have limited levels of access, particularly by non car modes, will be expected to support proportionately more measures to deal with the consequences of their proposals. Travel Plans will need to be monitored and consequent actions agreed, and a fee will be payable in respect of this. In addition, a bond can be required to ensure that obligations to deliver travel plans are met.

## **Travel Information Plans**

Most smaller developments will need to be supported by a Travel Information Plan. The aim of this is to ensure that users of a particular development are made aware of the transport opportunities available. A template is available for applicants to complete with assistance from Norfolk County Council travel plan officers.



## **Transport Statements and Transport Assessments**

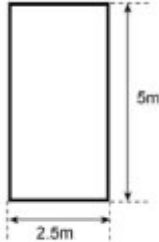
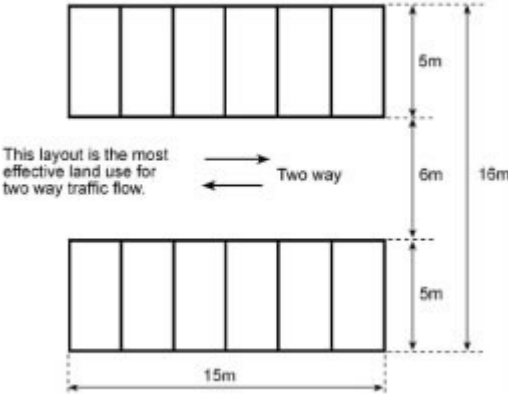
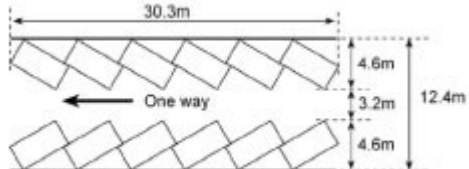
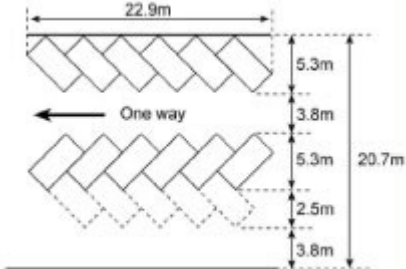
Transport Statements (TS) and Transport assessments (TA) are intended to help us ensure that new developments take full account of local transport policy and strategy. This will allow the transport implications of proposed developments to be properly considered and, where appropriate, will help identify suitable measures to achieve a more sustainable and environmentally sound outcome. The nature and extent of any assessment or statement will depend upon the location, scale and type of development involved. The scale of development at which either a statement or assessment is required is detailed in the parking standards.

## **Site Access**

Policy DM30 seeks to ensure that all new accesses are appropriate to the location. Whilst it may be appropriate in low traffic areas for individual driveways, service yards and parking spaces to access directly onto the street, as a general principle, developers should aim to ensure that vehicular access to a site allows for vehicles to enter and leave in forward gear.

## Car Parking

The car parking standards set both minimum and maximum levels for car parking and parking provision. Lower levels of car parking provision than the standards permit will be permitted provided that the transportation consequences of the development will be addressed, but minimum levels will normally be required, particularly for parking for disabled drivers. The following diagrams show the recommended minimum dimension of parking spaces, and associated layouts.

<b>Car Parking Spaces</b> <b>Minimum Dimensions</b> 	<b>Two Way Flow</b> 
<b>One Way Flow 30° angled parking</b> 	<b>One Way Flow 45° Angled Parking</b> 

## **Central areas**

Within the most central part of the city only operational car parking is permitted, and the standards are consistent with those that have been applied for many years. These take account of the high levels of accessibility that the city centre enjoys by all transport modes, and the need to reduce overall levels of traffic within this historic area. Operational parking is to facilitate necessary movement of vehicles to and from the site throughout the working day and is not for the long-term commuter parking.

## **Other locations**

Outside the city centre, developments should contain all of their associated servicing requirements within the curtilage of the site and enable vehicular access and egress in forward gear. The parking standards detail specific parking and servicing requirements for each Use Class category and should be regarded as the figure normally required for a typical Use Class category and should be accommodated within the development site. Where parking is required 'on street' it is expected that this will be within a new street created as part of the development. Only exceptionally will the use of existing on-street space be permitted.

## **Controlled Parking Zones and Permit Parking**

New developments will not be eligible for parking permits within existing permit parking areas. In very exceptional circumstances where there is a clear gain in terms of the built form that is achieved and changes can be made to existing on-street arrangements without the loss of parking for existing users that would reasonably provide

for the demand of the development proposed, it may be possible, at the discretion of the Highways Authority, to extend permit entitlement within existing zones.

Within the controlled parking zones, where new streets are proposed to include on-street parking provision, a permit parking scheme particular to the development will need to be developed as part of the proposals. In any event, any new street will need to be subject to on-street parking controls, and become part of the Controlled Parking Zone.

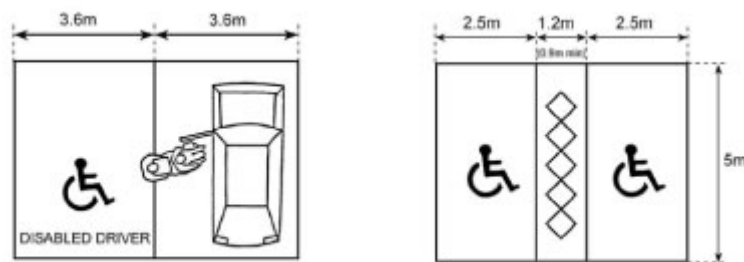
In all these cases, changes to existing Traffic Regulation Orders, and the installation of the necessary signing and lining within or around the development will need to be undertaken at the developer's expense.

### **Provision for People with Disabilities**

Many sections of the community do not have full access to the facilities that they need owing to a lack of personal mobility. Whilst improvements in the built environment help to reduce this exclusion, and public transport is becoming increasingly accessible, some members of the community would be unable to gain access to facilities, and maintain a reasonable degree of independence without the use of a car. Therefore a minimum specific car parking requirement for disabled drivers is included within these Standards (usually 5%, although a higher level (20%) is required in the central area, where general parking levels are substantially restrained). Where car parking at less than the maximum level is proposed, the number of spaces for disabled drivers should be calculated as if the maximum level had been provided as required in the minimum

standard. These parking spaces should be located close to an accessible entrance. The entrance should ideally be under cover, clearly signed and not more than 50 metres from the designated parking spaces.

### **Disabled Persons Vehicles Minimum Dimensions**



Preferred arrangement

A 1.2 metre margin should be designated at the rear of the space, but this can usually be provided within the aisle width of the car park.

### **Provision for electric vehicles**

Electric vehicle technology has advanced considerably in recent years, and there is now an expectation that electric vehicles will become a small, but significant part of the number of private vehicles on the road. To facilitate this, charging facilities will need to be made available both in peoples' homes and at the location they visit. Charging is likely to be undertaken primarily at home, and hence there is a requirement for all new homes to have access to a charging point, either within a garage, or in a communal location. Elsewhere, a small proportion (around 0.5%) of spaces is expected to be provided with a charging facility. More details of our requirements for electric vehicle charging can be found in the Appendix.

## Cycle Parking

The city council actively supports cycling, and inadequate cycle parking is one of the major blocks to increased cycle usage.

Therefore, cycle parking to at least the levels contained within the standards will be required within all developments. The standards are intended to provide for increased cycle usage, and will, therefore, appear a little high if compared to current cycle use.

The cycle parking standards have been divided into two categories; dependent upon the expected duration of anticipated cycle parking:

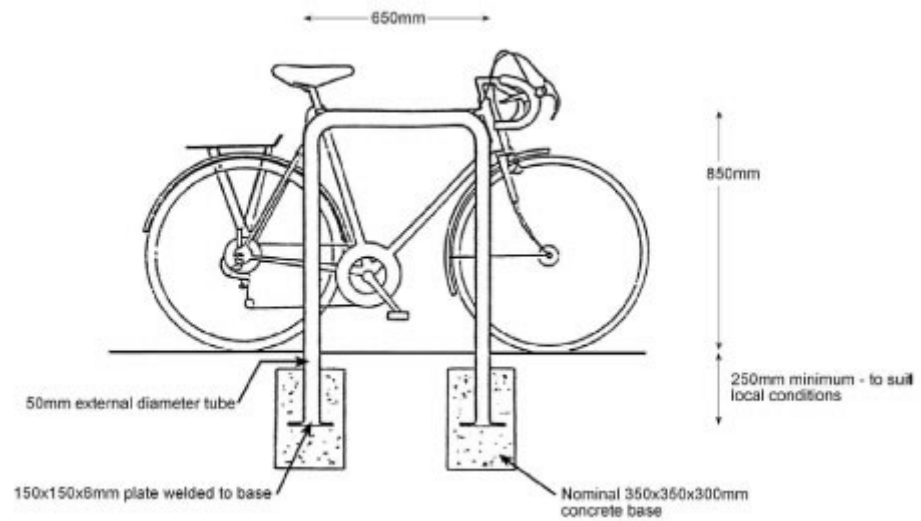
Short Term: Stands which are easily accessible, visible and normally adjacent to (certainly within 25 metres of) a main entrance to a building. These stands are aimed principally at visitors to the premises whose visit is likely to be of short duration. Covered protection from rain is desirable, particularly where visitors are likely to remain at the premises for some time.

Long Term: Stands having good weather protection and excellent security, e.g. CCTV, locked shed or enclosure, etc. These facilities should be well lit and conveniently located for access to the premises. These are for long term users of the premises, for example, members of staff in the case of business premises, or residents of housing developments.

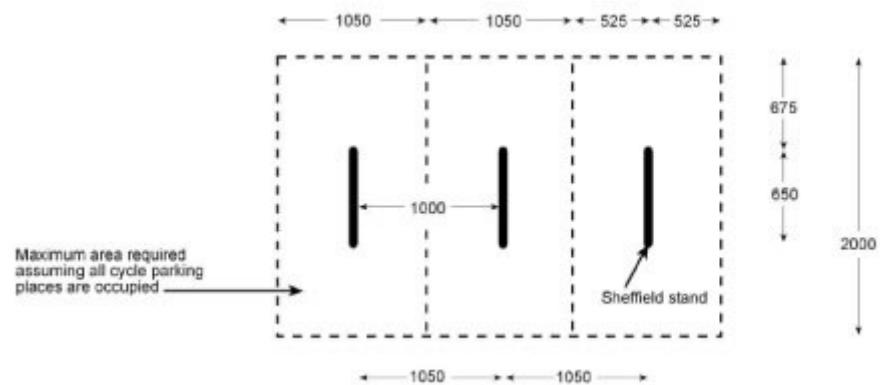
The 'Sheffield' design of cycle stand is preferred as it provides two cycle parking spaces per stand, and does not damage the cycles. A heritage version of Sheffield stand called the Norwich octagonal is available from suppliers which is suitable in conservation areas.

Other types of cycle stand will be considered on their merits.

## "Sheffield" Type Cycle Stand



## Minimum Dimensions for 90° Angled Parking



## **Servicing and refuse collection**

All developments will need to provide adequate facilities for servicing and this will include designing estate roads to cater adequately for the nature of vehicles likely to be using the area. In all cases, this will require that roads and junctions are capable of handling a large refuse truck, which is likely to be the largest vehicle accessing residential areas, but large commercial developments will be required to facilitate access by articulated vehicles. Tracking assessments may be required to demonstrate that the development is accessible to the appropriate vehicles.

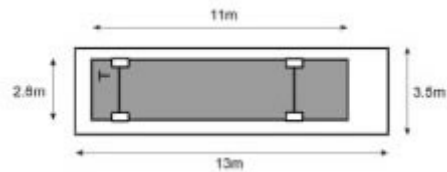
Ideally, schemes should be designed so that service and refuse collection vehicles do not have to reverse or make 'three point turns' as turning heads are often obstructed by parked vehicles and reversing creates a risk to other street users. Where it is necessary to provide for turning or reversing (e.g. in a cul-de-sac), a tracking assessment should be made to indicate the types of vehicles that may be making this manoeuvre and how they can be accommodated. Notwithstanding these requirements, the design of streets and spaces will primarily take account of the local environment to avoid these public spaces being dominated by vehicles. To be effective and usable, the areas these larger vehicles require to access the development need to be kept clear of parked vehicles and on-street parking controls, or specifically designed parking areas might be required to ensure access is maintained.

In many locations (and almost always in the case of residential developments) servicing will be permitted from the street as detailed in the parking standards. Where service bays are necessary, the following diagrams are offered as guidance



## Rigid Wheelbase Vehicles

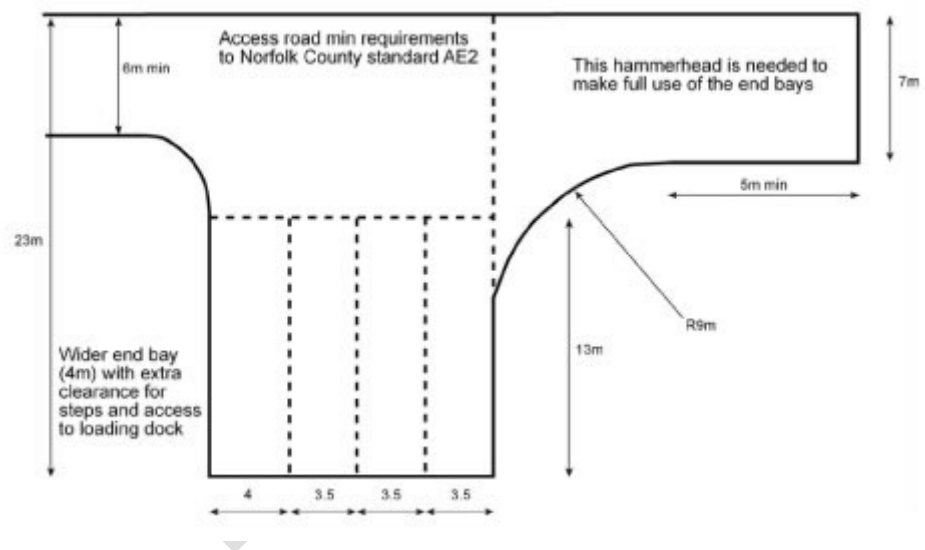
### Minimum Parking Space



Length 11 metres x 2.6 metres width.

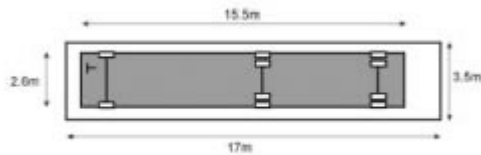
Minimum standing space required is 13 metres x 3.5 metres width (45 sq.m.)

### Delivery Service Spaces



## Articulated Vehicles

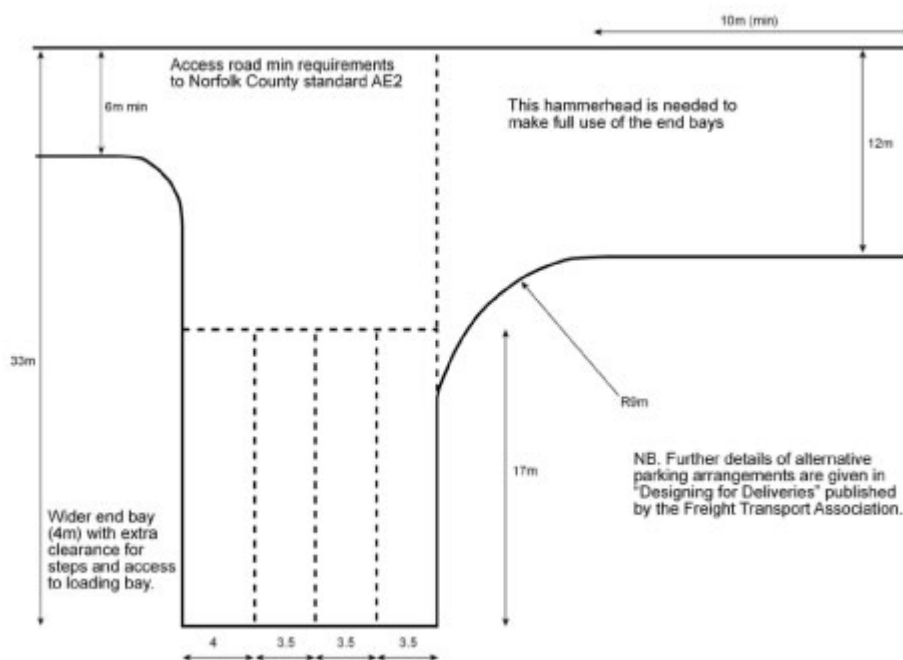
### Minimum Parking Space



Length 15.5 metres x 2.6 metres width.

Minimum space required is 17 metres x 3.5 metres width (60 sq.m.)

### Delivery Service Spaces



## **Refuse Collection**

In addition to the access requirements for vehicles, adequate provision for the storage and collection of refuse must be made in all developments. Standards for commercial development have not been given, as these vary significantly between different industries within use classes, and need to be designed with the end user in mind. In the case of residential developments, however, the nature and volume of storage required is more predictable, and consequently, the required volumes of refuse storage can be planned for in advance. A updated and detailed advice note on refuse bin provision is available from the Norwich City Council Transportation department on request.

### **Refuse Bin provision in residential developments**

Enough space needs to be provided to cater for the following levels of bin provision. This level of provision ensures that adequate storage is provided to enable anticipated increased levels of recycling. It might not reflect current requirements for existing collection regimes, but is intended to ensure that sufficient flexibility is built in to allow for changing practice and requirements over time.

Normally (in both housing and flatted developments) centralised and communal facilities will be provided. These will consist of facility for

- One 1100 litre bin for every six households (some leeway allowed for smaller or larger units) for non-recyclable waste (i.e. about 200 litres per household)
- Three separate bins providing an equivalent volume (approximately) of storage for recyclable materials (e.g. if one 1100 litre bin would be required for general waste, then three

360 litre bins will be needed for recyclables). A development requiring three 1100 litre bins for non-recyclables would require the same again for recyclables.

Where wheelie bin collection is envisaged, provision is to be made for a minimum standing area for three wheelie bins for each household (usually 240 litres each).

Refuse collection points (particularly for 1100 litre bins) should be sited within five metres of the public highway, and have a level access to the carriageway, but please be aware that there are requirements under the Building Regulations to ensure that bins are within a reasonable distance of peoples homes.

### **Wheeled Bin Sizes**





Please note that these bin sizes are for guidance only. The actual sizes of bins vary by manufacturer, and the material of construction. Bin stores need to be adequately sized to allow manoeuvring of the bins, and lifting of lids.


<b>Bin Size</b>	<b>Width</b>	<b>Depth</b>	<b>Height</b>
1100 litre	1400mm	1250mm	1500mm
770 litre	1400mm	800mm	1350mm
660 litre	1400mm	800mm	1250mm
360 litre	600mm	900mm	1250mm
240 litre	600mm	750mm	1100mm
120 litre	500mm	600mm	1000mm

Contact: Transportation department, Norwich City Council, St Peters Street Norwich, NR2 1NH. Email [transport@norwich.gov.uk](mailto:transport@norwich.gov.uk)






**Use Class A1, A2, A3, A4 and A5**

**Shops, High Street Offices, Restaurants, Drinking Establishments and Takeaways**

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
City Centre Primary Retail Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: Where possible, the provision of one cycle space per 50m<sup>2</sup> within the Primary City Centre Retail Area will normally be required.</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	<p>Servicing may be possible from the street for smaller stores (under 2000m<sup>2</sup>) but many areas have (or may become) time restricted access and existing off street servicing should be retained. Developments over 2000m<sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>Travel Plan 1000m<sup>2</sup></p> <p>Travel Information Plan 200m<sup>2</sup></p> <p>Transport Statement - 1000 m<sup>2</sup></p> <p>Transport Assessment- unlikely to be required</p>

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
Elsewhere in the City Centre Parking Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup> adjacent to principal entrances or nearby if on highway</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Allocated parking is not permitted	Allocated parking is not permitted	<p>Car parking will only be permitted where this replaces pro-rata identified public parking spaces in the city centre and is available for use by the general public consistent with the requirements of Policy DM29</p> <p> 5% of total. spaces:</p> <p> 3% of total (secure parking)</p> <p>Parent and Child 5% of total.</p> <p> EV – one parking space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces</p>	<p>Servicing may be permitted on street where safe and practicable. Otherwise a bay capable of holding a rigid 11m vehicle required.</p> <p>Developments over 1000m<sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>Travel Plan 1000m<sup>2</sup></p> <p>Travel Information Plan 200m<sup>2</sup></p> <p>Transport Statement - 1000 m<sup>2</sup></p> <p>Transport Assessment- likely only required if development includes car parking</p>







Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
In or adjacent to existing District and Local retail centres as defined on the Policies Map	Staff: One covered and secure cycle parking space per 100m <sup>2</sup> Customers: One cycle space per 50m <sup>2</sup> adjacent to principal entrances or nearby if on highway The TS or TA should inform the level of provision on larger developments	 One parking space per 500m <sup>2</sup> minimum one space	One parking space per 25m <sup>2</sup> gfa  5% of total Parent and Child spaces: 5% of total.  secure parking should be provided at 5% of the level of car parking	 parking spaces and Parent and Child spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided with an electric charging point (consider fast charge) plus one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m <sup>2</sup> require standing for an articulated vehicle for every 2000m <sup>2</sup> or part.	Travel Plan 1000m <sup>2</sup> Travel Information Plan 200m <sup>2</sup> Transport Statement 500 m <sup>2</sup> Transport Assessment- 1000 m <sup>2</sup>
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per	 One parking space per 500m <sup>2</sup> minimum one space	One parking space per 25m <sup>2</sup>  5% of total	 parking spaces and Parent and Child spaces are included in the maximum	A bay capable of holding a rigid 11m vehicle normally required.	Travel Plan 1000m <sup>2</sup> Travel Information

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
	<p>100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup> adjacent to principal entrances or nearby if on highway</p> <p>The TS or TA should inform the level of provision on larger developments</p>		<p>Parent and Child spaces: 5% of total.</p> <p> secure parking should be provided at 5% of the level of car parking</p>	<p>standard, not additional to it.</p> <p>⚡ EV – one parking space should be provided with an electric charging point plus (consider fast charge) one for every 5000 m<sup>2</sup> over 5000 m<sup>2</sup></p>	<p>Developments over 1000m<sup>2</sup> require standing for an articulated vehicle for every 2000m<sup>2</sup> or part.</p>	<p>Plan 200m<sup>2</sup></p> <p>Transport Statement 250 m<sup>2</sup></p> <p>Transport Assessment 800 m<sup>2</sup></p>











## Use Class B1 (part)

### Offices, High Tech and research units




Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
City Centre Primary Retail Area and pedestrian only streets	Staff: One covered and secure cycle parking space per 35m <sup>2</sup> Customers: Where possible, the provision of one cycle space per 500m <sup>2</sup> adjacent to the main entrance.	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	Offices are likely to be occupying upper floors, and servicing on street will normally be appropriate but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Travel Plan 1000m <sup>2</sup> Travel Information Plan 200m <sup>2</sup> Transport Statement 1500 m <sup>2</sup> Transport Assessment 2500 m <sup>2</sup>
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 35m <sup>2</sup>	 one space per 1000m <sup>2</sup> minimum one space where	Operational parking only is permitted. One operational parking space per	 parking spaces are included in the maximum standard,	Units over 1000m <sup>2</sup> should have standing adjacent to a service bay for	












Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	practical	200m <sup>2</sup> .  20% of total	not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 2500 m <sup>2</sup> over 2500 m <sup>2</sup>	an 11m rigid vehicle unless servicing is permitted from the street.	
In existing or proposed employment locations outside the city centre as defined by policy DM16	Staff: One covered and secure cycle parking space per 50m <sup>2</sup> Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 one space per 700m <sup>2</sup> minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 35m <sup>2</sup> (includes staff and visitors)  5% of total  secure parking should be provided at 5% of the level of car parking	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 2500 m <sup>2</sup> over 2500 m <sup>2</sup>	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 2000m <sup>2</sup> should provide an additional bay to accommodate an articulated vehicle	









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 50m <sup>2</sup> Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 one space per 700m <sup>2</sup> . minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 35m <sup>2</sup> (includes staff and visitors)  5% of total  secure parking should be provided at 5% of the level of car parking	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 2500 m <sup>2</sup> over 2500 m <sup>2</sup>	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 2000m <sup>2</sup> should provide an additional bay to accommodate an articulated vehicle	

## Use Classes B2 and B8, and part B1

### Industrial and Warehousing units

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
City Centre Primary Retail Area and pedestrian only streets	Staff: One covered and secure cycle parking space per 50m <sup>2</sup> Customers: Where possible, the provision of one cycle space per 500m <sup>2</sup> within the shopping area will normally be required.	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	Likely to be from an on-street location but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Travel Plan 1000m <sup>2</sup> Travel Information Plan 200m <sup>2</sup> Transport Statement 2500 m <sup>2</sup> Transport Assessment 4000 m <sup>2</sup>
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 50m <sup>2</sup> Customers: One	 One space per 2500m <sup>2</sup> . minimum one space where practical	Operational parking only is permitted. One operational parking space per 500m <sup>2</sup>	 parking spaces are included in the maximum standard, not additional to it.	One service bay is required per 2000m <sup>2</sup> or part. All units should have standing adjacent to a service	








Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances		 20% of total	 EV – one parking space should be provided with an electric charging point plus one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	bay for an 11m rigid vehicle. Units over 500m <sup>2</sup> should accommodate an articulated vehicle.	
In existing or proposed employment locations outside the city centre as defined by policy DM16	Staff: One covered and secure cycle parking space per 75m <sup>2</sup> Customers: One cycle spaces per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 one space per 1000m <sup>2</sup> minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 50m <sup>2</sup> (includes staff and visitors)  5% of total  one per 1500m <sup>2</sup> (secure parking)	 parking spaces are included in the maximum standard, not additional to it.  EV – one parking space should be provided with an electric charging point plus one for every 5000 m <sup>2</sup>	One service bay is required per 1000m <sup>2</sup> or part. All Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m <sup>2</sup> should accommodate an articulated vehicle.	









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 75m <sup>2</sup> Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 one space per 1000m <sup>2</sup> minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 50m <sup>2</sup> (includes staff and visitors)  5% of total  secure parking should be provided at 5% of the level of car parking	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 5000 m <sup>2</sup>	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m <sup>2</sup> should provide an additional bay to accommodate an articulated vehicle	

## Use Class C1

### Hotels and Guesthouses

(For restaurants and function rooms generally open to members of the public rather than to staying guests consult A3 standards)






Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
City Centre Primary Retail Area and pedestrian only streets	Staff/ Customers: One covered and secure cycle parking space per four bedrooms	Car parking is not permitted in this area	Car parking is not permitted in this area	Arrangements to use existing public car parking provision are encouraged	Likely to be from an on-street location but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Travel Plan 100 bedrooms Travel Information Plan – normally required Transport Statement 75 bedrooms
Elsewhere in the City Centre Parking Area	Staff/ Customers: One covered and secure cycle parking space per four bedrooms	 one space per 50 bedrooms minimum one space	One space per 10 bedrooms  20% of total	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided	A service bay for an 11m rigid vehicle should be available, unless servicing is permitted from the street	Transport Assessment 100 bedrooms









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
				with an electric charging point plus one for every 200 bedrooms over 200 bedrooms.		
All other locations	Staff/ Customers: One covered and secure cycle parking space per four bedrooms	 one space per 27 bedrooms minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	3 spaces for every 4 bedrooms  5% of total  secure parking should be provided at 5% of the level of car parking	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 200 bedrooms over 200 bedrooms.	A service bay for an 11m rigid vehicle should normally be available	



## Use Class C2 and C2A

### Residential Institutions and secure Residential Institutions

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
City Centre Primary Retail Area and pedestrian only streets	Staff: One covered and secure cycle parking space per 5 bed spaces Clients/Visitors: Where possible, the provision of one cycle space per 10 bed spaces adjacent to the main entrance.	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	Uses are likely to be on upper floors. Servicing is likely to be from the street but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Travel Plan 100 bedrooms Travel Information Plan – usually required Transport Statement 75 bedrooms Transport Assessment 100 bedrooms
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle storage space per 5 bed-spaces Clients/Visitors: One cycle space per 10	 one space per 100 beds. Minimum one space	One operational parking space per 50 beds capable of standing an ambulance or minibus.		A bay capable of holding a rigid 11m vehicle required unless on street servicing is available.	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	beds adjacent to principal entrances		 One space per 100 beds			
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 10 bed-spaces Clients/Visitors: One cycle space per 10 beds adjacent to principal entrances	 1 space per 100 bed spaces Reduced levels of parking could be justified in sustainable locations or locations where on-street parking is restricted	Staff: One space per 10 bed spaces Visitors: One space per 10 bed spaces  5% of total  One per 100 bed spaces (secure parking)		Standing space for ambulance or minibus. A bay capable of holding a rigid 11m vehicle normally required	