










## Use Class C3 Housing





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	Covered and secure cycle storage space must be provided. 1 bed units: 1 space 2 and 3bed units: 2 spaces. 4+ bed units - 3 spaces Visitors: 1 space per 10 units located near entrance to flatted developments	Car Free development is appropriate. Car Parking is not permitted in this area.	Car Free development is appropriate. Car Parking is not permitted in this area.	Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks, subject to the usual tariffs. Access to a car club is desirable, but provision on site is not appropriate	Access for emergency services, removal lorries, refuse vehicles will be necessary.	Travel Plan 80 dwellings Transport Statement 50 dwellings Transport Assessment 80 dwellings
Elsewhere in the City centre Parking Area	Covered and secure cycle storage space must be provided. 1 bed units: 1 space 2 and 3bed units: 2	Car free housing is permitted	One space per dwelling	Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks	Access for emergency services, removal lorries, refuse vehicles will be necessary.	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	<p>spaces.</p> <p>4+ bed units - 3 spaces</p> <p>Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met</p> <p>Visitors: 1 space per 10 units located near entrance to flatted developments</p>			<p>subject to the usual tariffs.</p> <p>Developments in the Controlled parking Zones are not eligible for on-street parking permits</p> <p>50% of parking should be unallocated, where levels are below 1:1</p> <p>Provision of space for a car club will be expected for developments of over 50 units (car free housing, 10 units). Access to a car club for any development is desirable</p> <p>⚡ EV – one parking space should be provided with an electric charging point in all communal and</p>		

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
				unallocated parking areas and in all garages		
All other parts of the Controlled parking Zones within the Outer Ring Road	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2 spaces.</p> <p>4+ bed units - 3 spaces</p> <p>Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met</p>	Car Free housing is permitted	<p>1.33 parking space per dwelling</p> <p>For developments of over 10 dwellings a minimum of 25% of all car parking spaces provided will be 'on-street' or in communal areas and not allocated to particular households</p> <p>No more than 20% of the parking spaces will be provided as individual garages unless they have a minimum internal dimension of 6x3metres. Garages of this size will be deemed to provide</p>	<p>Parking for visitors and disabled drivers will normally be accommodated on-street in existing limited waiting bays</p> <p>Developments in the Controlled parking Zones are not normally eligible for parking permits, but self contained developments, with their own streets could have their own permit system</p> <p>Provision of space for a car club will be expected</p>	Access for emergency services, removal lorries, refuse vehicles will be necessary	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
			adequate cycle parking	for developments of over 50 units (car free housing 10 units). Access to a car club for any development is desirable  ⚡ EV – one parking space should be provided with an electric charging point in all communal and unallocated parking areas and in all garages		
In other locations described as 'accessible' (ie on a high quality public transport corridor, or within 100m of a district centre	Covered and secure cycle storage space must be provided. 1 bed units: 1 space 2 and 3bed units: 2 spaces.	0.5 spaces per dwelling	1.33 parking space per dwelling For developments of over 10 dwellings a minimum of 25% of all car parking spaces provided will be 'on-street' or	Provision of space for a car club will be expected for developments of over 50 units. Access to a car club for any development is desirable	Access for emergency services, removal lorries, refuse vehicles will be necessary	Travel Plan 80 dwellings Transport Statement 50 dwellings Transport

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	4+ bed units - 3 spaces Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met.		in communal areas and not allocated to particular households No more than 20% of the parking spaces will be provided as individual garages unless they have a minimum internal dimension of 6x3metres. Garages of this size will be deemed to provide adequate cycle parking	 EV – one parking space should be provided with an electric charging point in all communal and unallocated parking areas and in all garages		Assessment 80 dwellings  (where dwellings in both C3 and C4 are proposed, these thresholds relate to the total number of dwellings)
Elsewhere in the urban area	Covered and secure cycle storage space must be provided. 1 bed units: 1 space 2 and 3bed units: 2 spaces. 4+ bed units - 3 spaces	1space per dwelling.	1 and 2 bed units: 1.5 space per dwelling 3+ bed units: 2 spaces per dwelling. For developments of over 10 units a minimum of 30% of all car parking spaces provided	Provision of space for a car club will be expected for developments of over 50 units. Access to a car club for any development is desirable  EV – one parking	Access for emergency services, removal lorries, refuse vehicles will be necessary.	



Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met		will be 'on-street' or in communal areas and not allocated to particular households No more than 20% of the parking spaces will be provided as individual garages unless they have a minimum internal dimension of 6x3metres. Garages of this size will be deemed to provide adequate cycle parking	space should be provided with an electric charging point in all communal and unallocated parking areas and in all garages		

## Use Class C4

### Housing in Multiple Occupation

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
All Locations, as C3 housing.	Covered and secure cycle storage space must be provided. One covered and secure cycle parking space per anticipated resident	As for C3 housing, above	As for C3 housing, above	As for C3 housing, above	Access for emergency services, removal lorries, refuse vehicles will be necessary.	All thresholds as C3 housing (where dwellings in both C3 and C4 are proposed, these thresholds relate to the total number of dwellings)

## Hostels not providing significant levels of care





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	Covered and secure cycle storage space must be provided for residents. One space per two residents Provision at entrance for visitor cycles	Car Free development is appropriate. Car Parking is not permitted in this area.	Car Free development is appropriate. Car Parking is not permitted in this area..	Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks, subject to the usual tariffs	Access for emergency services, removal lorries, refuse vehicles will be necessary.	Travel Plan 75 residents Transport Statement 75 residents Transport Assessment unlikely to be required
Elsewhere in the City Centre Parking Area and within the Controlled parking zones around the city centre.	Covered and secure cycle storage space must be provided for residents. One space per two residents Provision at entrance for visitor cycles	Car free housing is permitted	One operational space per 25 residents	Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks subject to the usual tariffs	Access for emergency services, removal lorries, refuse vehicles will be necessary.	











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 City	Covered and secure cycle storage space must be provided for residents. One space per two residents Provision at entrance for visitor cycles	One operational space per 25 residents	One space per 10 residents  secure parking should be provided at 5% of the level of car parking		Access for emergency services, removal lorries, refuse vehicles will be necessary	

## Part Use Class D1

### Health Centres and Surgeries







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	Staff: One covered and secure cycle parking space per	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	Likely to be from an on-street location but many areas have (or	Travel Plan 1000m <sup>2</sup> Travel Information Plan – usually









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
streets	100m <sup>2</sup> Customers: Where possible, the provision of one cycle space per 50m <sup>2</sup> within the shopping area will normally be required. The TS or TA should inform the level of provision on larger developments				may become) time restricted access and existing off street servicing should be retained.	required Transport Statement 1000 m <sup>2</sup> Transport Assessment unlikely to be required
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle storage space per consulting room Visitors: One cycle space per consulting	 one space per 10 consulting rooms, minimum one space	Only operational car parking is permitted in this area. Staff and Visitors one parking spaces per 2 consulting rooms	 parking spaces are included in the maximum standard, not additional to it. ⚡ EV – one parking space should be	Provision for the dropping off and collection of patients Standing space for ambulance, minibus or a rigid 11m vehicle	Travel Plan 1000m <sup>2</sup> Travel Information Plan – usually required

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	room adjacent to principal entrances		 20% of total	provided with an electric charging point (consider fast charging)	normally required (may be provided on street dependent on circumstances).	Transport Statement 500m <sup>2</sup> Transport Assessment 1000m <sup>2</sup>
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 2 consulting rooms Visitors: One cycle space per consulting room adjacent to principal entrances	 one space per 10 consulting rooms (min one space)	Staff: One space per 2 consulting rooms Visitors: Three spaces per two consulting rooms  5% of total (min one space)	 parking 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 charging)	Standing space for ambulance, minibus or a rigid 11m vehicle normally required	

## Part Use Class D1






### Nursery Schools, Day Nurseries and Day-care Centres









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 storage space per 50m <sup>2</sup> Visitors: one cycle space adjacent to principal entrances per 100m <sup>2</sup> .	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	Servicing may be possible from the street, but many areas have time restricted access.	
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle storage space per 50m <sup>2</sup> Visitors: one cycle space adjacent to principal entrances per 100m <sup>2</sup> .	 one space per 1000 m <sup>2</sup> (minimum one space)	Only operational car parking is permitted in this area. One operational parking space per 200m <sup>2</sup> .  20% of total (minimum one space)	 parking spaces are included in the maximum standard, not additional to it.	Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on circumstances). Provision for the	Travel Plan 1000m <sup>2</sup> Travel Information Plan – usually required  Transport Statement 500m <sup>2</sup> Transport

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
					dropping off and collection of day-visitors	Assessment- 1000m <sup>2</sup>
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 50m <sup>2</sup> Visitors: one cycle space adjacent to principal entrances per. 100m <sup>2</sup>	 one space per 700 m <sup>2</sup> (minimum one space)	Staff and Visitors: One space per 35m <sup>2</sup>  5% of total (min one space)  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	Standing space for ambulance or minibus. A bay capable of holding a rigid 11m vehicle normally required. Provision for the dropping off and collection of day-visitors.	

## Part Use Class D1





### Other Educational Establishments

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 and Students: Ten secure and covered cycle stands per classroom Visitors: Two cycle spaces adjacent to the main entrance(s)	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	Servicing may be possible from the street, but many areas have time restricted access.	Travel Plan 1000m <sup>2</sup> Travel Information Plan – usually required Transport Statement 500m <sup>2</sup> Transport Assessment 1000m <sup>2</sup>
Elsewhere in the City Centre Parking Area	Staff and Students: Ten secure and covered cycle stands per classroom Visitors: Two cycle spaces adjacent to the main entrance(s)	 one space	Only operational car parking is permitted in this area. One operational parking space per 10 classrooms.  20% of total - one space (minimum)	 parking spaces are included in the maximum standard, not additional to it.	Space should be provided within the site for service vehicles, although this could be a hard surfaced area principally for other uses	

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 and Students: Ten secure and covered cycle stands per classroom Visitors: Two cycle spaces adjacent to the main entrance(s)	 one space per 20 classrooms. One space minimum.	Staff and visitors – one space per classroom  5% of total. One space minimum.  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	Space should be provided within the site for service vehicles, although this could be a hard surfaced area principally for other uses	








**Part use class D1, Use Class D2 and analogous sui generis uses**

**Buildings for Assembly and Leisure, theatres (sui generis) and other congregational uses (including Churches and Church halls)**









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	Staff: One covered and secure cycle parking space per 100m <sup>2</sup> Customers: Where possible, the provision of one cycle space per 50m <sup>2</sup> within the shopping area will normally be required. The TS or TA should inform the level of provision on larger developments	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	Servicing may be possible from the street for smaller units (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,	Travel Plan 1500m <sup>2</sup> Travel Information Plan – usually required  Transport Statement 1000 m <sup>2</sup> Transport Assessment unlikely to be required



Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
					including provision for articulated vehicles.	
Elsewhere in the City Centre Parking Area	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	Allocated parking is not permitted	Allocated parking is not permitted	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  5% of total. spaces:  3% of total Parent and Child 5% of total. ⚡ EV – one parking	Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle required.	Travel Plan 1000m <sup>2</sup> Travel Information Plan – usually required Transport Statement 500m <sup>2</sup> Transport Assessment 1000m <sup>2</sup>







Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
				space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces		
Elsewhere in the Urban area	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	 One space per 500 m <sup>2</sup> . One space minimum Reduced levels of parking should be justified in locations where on-street parking is restricted	One space per 25m <sup>2</sup>  5% of total. One space minimum	 parking 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 charging) plus one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	A minimum bay capable of holding a rigid 11m vehicle required. Developments over 1000m <sup>2</sup> will normally require standing for an articulated vehicle. On major routes vehicles will be expected to turn within the site	

## Playing Fields and Sports Pitches and Outdoor Courts





Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site requirements
Elsewhere the City	Staff: One covered and secure cycle parking space per pitch Customers: One cycle space per 1000m <sup>2</sup> pitch area adjacent to principal entrance to the site. For associated buildings see section 9.	 One space per 10,000 m <sup>2</sup> . One space minimum Reduced levels of parking should be justified in accessible locations or locations where on-street parking is restricted	One space per 500m <sup>2</sup> of pitch area  5% of total. One space minimum  secure parking should be provided at 5% of the level of car parking For associated buildings, see section 9.	 parking spaces are included in the maximum standard, not additional to it.	Each proposal will be treated on its merits.	Travel Plan three or more pitches Travel Information Plan – usually required Transport Statement three or more pitches Transport Assessment five or more pitches










## Petrol Filling Stations





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	Use unlikely to be acceptable in this area					
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 50m <sup>2</sup> of kiosk/shop Customers: One cycle stand (2 spaces) per 100m <sup>2</sup> of Kiosk/shop adjacent to principal entrances (not required for filling stations selling only petrol)		Car Parking is not permitted in this area		Tankers must be able to turn within the site	Travel Plan/Travel Information Plan unlikely to be required Transport Assessment Assessment of turning movements onto the site is likely to be required
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per	 One space Reduced levels of	One parking space per 20m <sup>2</sup> of Kiosk/shop		Tankers must be able to turn within the site	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site requirements
	50m <sup>2</sup> Kiosk/shop Customers: One cycle spaces per 50m <sup>2</sup> (or part) adjacent to principal entrance to kiosk/shop (not required for filling stations selling only petrol)	parking could be justified in locations where on-street parking is restricted	 one space  one space (secure parking)			

## Guidance on Parking levels for other uses

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	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	In this area, parking is not permitted	In this area, parking is not permitted		Servicing will normally be permitted on street for smaller developments (under 2000m <sup>2</sup> ). 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.	Travel Plan likely to be required for developments over 1500m <sup>2</sup> Travel Information Plan usually required for any development attracting visiting members of the public, otherwise 200m <sup>2</sup> Transport Statement likely to be required for developments over 1000 m <sup>2</sup>
Elsewhere in the City Centre Parking Area	Commercial uses should aim to provide covered and secure	Car free development is permitted	Only operational parking (for vehicles that are required for	Parking for visitors/employees etc will be provided		Transport Assessment likely to be required for developments over

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan		the operation of the premises or business) will be permitted.	by existing on and off street parking, or where appropriate, the Park and Ride service		1500 m <sup>2</sup> Advice on individual proposals should be sought
Within the Controlled parking zones around the city centre and other locations described as 'accessible' (ie on a high quality public transport corridor, or within 100m of a district centre)	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	Parking restraint will be encouraged in these areas  Should be provided for 2% of staff (minimum one space)	Parking for 40% of staff will normally be considered the maximum  5% of total	 EV – one parking space should be provided with additional spaces provided for larger developments		
Elsewhere in the	Commercial uses	 Should be	Parking for 60% of	 EV – one parking		

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
urban area	should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	provided for 3% of staff (minimum one space) Reduced levels of parking should be justified in locations where on-street parking is not restricted	staff will normally be considered the maximum  secure parking should be provided at 5% of the level of car parking	space should be provided with additional spaces provided for larger developments		



# Appendix 5 – Retail planning definitions

## Primary and Secondary Frontage Zones (Policy DM20)

The following primary and secondary frontage zones are defined for the purposes of policy DM20. The detailed management of uses within these frontages will be further refined through a supplementary planning document to be prepared alongside the submission version of the DM Policies DPD, setting out the indicative minimum proportion of A1 retail usage to be sought at ground floor level in each zone which would be necessary to help maintain its vitality, viability and diversity, and other planning considerations appropriate to different parts of the centre outside defined frontages. The SPD will be reviewed as necessary to respond to changes in the character and function of different areas of the centre over the plan period.

### Primary retail area core frontage zones

- PC01** Gentlemans Walk/Haymarket/Brigg Street
- PC02** The Mall, levels 1 and 2
- PC03** Chapelfield, upper and lower merchants halls and St Stephens Arcade

### Frontage zones in the rest of the primary retail area

- PR01** Back of the Inns/Castle Street area
- PR02** The Lanes East (Bedford Street/Bridewell Alley)
- PR03** St Stephens Street/Westlegate

**PR04** Castle Meadow north

**PR05** Chapelfield Plain

**Secondary retail areas**

**SR01** Timberhill/ Red Lion Street

**SR02** The Lanes West (Pottergate/Dove Street/Lower Goat Lane)

**SR03** Upper St Giles

**SR04** St Benedicts

**SR05** Elm Hill

**SR06** London Street (east)

**SR07** Brazen Gate

**Large District Centres**

**LD01** Anglia Square, Magdalen Street and St Augustine's Street

**LD02** Riverside

### **District and local centres (Policy DM21)**

The following district and local centres are defined for the purposes of policy DM21.

#### **Existing and proposed district retail centres**

<b>DC01</b>	Bowthorpe Main Centre
<b>DC02</b>	Drayton Road
<b>DC03</b>	Eaton Centre
<b>DC04</b>	Plumstead Road
<b>DC05</b>	Aylsham Road/Mile Cross Road
<b>DC06</b>	Earlham House
<b>DC07</b>	The Larkman
<b>DC08</b>	Dereham Road/Distillery Square
<b>DC09</b>	Hall Road/Sandy Lane (Harford Place) ( <i>proposed</i> )

#### **Existing and proposed local retail centres**

<b>LC01</b>	Hall Road/Trafalgar Street
<b>LC02</b>	Hall Road/Queens Road
<b>LC03</b>	Hall Road/Southwell Road
<b>LC04</b>	Grove Road
<b>LC05</b>	Suffolk Square
<b>LC06</b>	Unthank Road
<b>LC07</b>	St Augustines Gate
<b>LC09</b>	Aylsham Road/Junction Road
<b>LC10</b>	Aylsham Road/Glenmore Gardens
<b>LC11</b>	Aylsham Road/Boundary Road
<b>LC12</b>	Woodcock Road
<b>LC13</b>	Catton Grove Road /Ring Road
<b>LC14</b>	Magdalen Road/Waterloo Road
<b>LC15</b>	Sprowston Road/Silver Road
<b>LC16</b>	Sprowston Road/Shipfield

<b>LC17</b>	Bishop Bridge Road
<b>LC18</b>	Earlham West Centre
<b>LC19</b>	Colman Road/The Avenues
<b>LC20</b>	Colman Road/The Parade
<b>LC21</b>	Woodgrove Parade
<b>LC22</b>	St John's Close/Hall Road
<b>LC23</b>	Tuckswood Centre
<b>LC24</b>	Witard Road,
<b>LC25</b>	Clancy Road, Heartsease
<b>LC26</b>	UEA
<b>LC27</b>	Long John Hill
<b>LC28</b>	Magdalen Road/Clarke Road
<b>LC29</b>	Aylsham Road/Copenhagen Way
<b>LC30</b>	St Stephens Road
<b>LC31</b>	Trowse, Deal Ground ( <b><i>proposed</i></b> )

Note that the omission of local centre numbered LC08 in the above list is intentional. The Dereham Road/Distillery Square neighbourhood centre (formerly coded LC08) has been upgraded from local to district centre status following the completion of a larger local foodstore in 2006. It is now coded DC08 and its district centre status is reflected in the retail hierarchy set out in JCS policy 19. The council has opted not to renumber the remaining local centres to enable easier comparisons with historic local centre data.

**Indicative scales for district and local centre development, and  
indicative thresholds for the purposes of sequential and impact  
testing for main town centre use proposals outside centres  
(Policy DM18)**

[to be completed]

Draft

Draft

# Appendix 6 – Community public houses

## Protected pubs in Norwich

The following public houses are subject to protection under policy DM22. Pubs merit protection for their value as heritage and community assets, whether designated or undesignated. This may include their intrinsic value as longstanding community facilities irrespective of any architectural or historic merit they may possess. Inclusion of a pub on this list does not imply that it would necessarily qualify as an asset of community value under Section 87 of the Localism Act 2011.

For inclusion in the list as protected pub, the building must:

- Have an established use as a public house or café bar (use class A4);
- Have served the community as licensed premises for a significant period of time (1900 or before), or if built after that date, have been purpose built as a public house to serve the local community within a housing area or estate. Priority will be given to protection of public houses which are the last such pub in the area.

## City centre

<b><u>Pub Name (at July 2012)</u></b>	<b><u>Street</u></b>	<b><u>Listed Status</u></b>
Adam and Eve	Bishopgate	Listed Grade II
Bell Hotel	Farmers Avenue	Listed Grade II
Cat and Fiddle	Magdalen Street	Listed Grade II
Coach and Horses	Bethel Street	Listed Grade II
Catherine Wheel	St. Augustines Street	Listed Grade II
Compleat Angler	Prince of Wales Road	Local Listing (City Centre CA)
Delaney's (former Festival House)	St Andrews Street	Listed Grade II*
Dog House (former Red Lion)	St George's Street	Listed Grade II
Edith Cavell	Tombland	Local Listing (City Centre CA)
Gardeners Arms (AKA The Murderers)	Timberhill	Listed Grade II
Golden Star	Colegate	Listed Grade II
Lamb Inn	Orford Place	Listed Grade II
Kings Head	Magdalen Street	Listed Grade II
Lawyer	Wensum Street	Local List (City Centre CA)
Leopard	Bull Close Road	Local Listing (City Centre CA)
Maids Head Hotel	Tombland	Listed Grade II
Merchants	Colegate	Local Listing (City Centre CA)
Micawbers	Pottergate	Listed Grade II
Mischief Tavern	Fye Bridge Street	Listed Grade II
Plasterers Arms	Cowgate	Local Listing (City Centre CA)



Plough	St Benedict's Street	Listed Grade II
The Birdcage (former Pottergate Tavern)	Pottergate	Local Listing (City Centre CA)
Red Lion	Bishopgate	Not Listed
Ribs of Beef	Wensum Street	Local Listing (City Centre CA)
Sir Garnet Wolseley	Market Place	Listed Grade II
Steam Packet	Crown Road	Listed Grade II
Surrey Tavern*	Surrey Street	Listed Grade II
Take 5	Tombland	Listed Grade II*
Ten Bells	St Benedict's Street	Local Listing (City Centre CA)
Vine	Dove Street	Local Listing (City Centre CA)
Walnut Tree Shades	Old Post Office Yard	Listed Grade II
White Lion	Oak Street	Local Listing (City Centre CA)
Wig and Pen	St Martin-at-Palace Plain	Listed Grade II
Wild Man	Bedford Street	Local Listing (City Centre CA)
Woolpack	Muspole Street	Listed Grade II

### Outer area

<b><u>Pub Name (at July 2012)</u></b>	<b><u>Street</u></b>	<b><u>Listed Status</u></b>
Angel Gardens	96 Angel Road	Not listed
Alexandra Tavern	Stafford Street	Local Listing*
Artichoke	Magdalen Road	Local Listing*
Beehive	Leopold Road	Not Listed
Belle Vue	St Philip's Road	Local Listing*
Black Horse	Earlham Road	Listed Grade II

Blue Berry	20 Cowgate	Not listed
Boundary	414 Aylsham Road	Not listed
Castle	Spitalfields	Listed Grade II
Cellar House	Eaton Street	Listed Grade II
Champion	Chapelfield Road	Local Listing (Newmarket Road CA)
Coach and Horses	1 Union Street	Local Listing*
Coach and Horses	82 Thorpe Road	Listed Grade II
Coachmakers Arms	7 St Stephens Road	Listed Grade II
Cottage	Silver Road	Local Listing*
Duke of Wellington	91-93 Waterloo Road	Local Listing*
Eagle	Newmarket Road	Listed Grade II*
Eaton Cottage	Unthank Road	Local Listing (Unthank and Christchurch CA)
Farmhouse	50 Colman Road	Not listed
Fat Cat	Adelaide Street	Not listed
Fat Cat and Canary (former Mustard Pot)	101 Thorpe Road	Not Listed
Fiveways	Earlham Green Lane	Not Listed
Freed Man	112 St Mildreds Road	Not listed
Freemasons Arms	Hall Road	Not listed
Garden House	Pembroke Road	Local Listing*
Gatehouse	Dereham Road	Not listed
Gibraltar Gardens	Heigham Street	Listed Grade II
Heartsease	Plumstead Road	Not listed
Jubilee	St. Leonard's Road	Local Listing*
King's Arms	Hall Road	Local Listing (Bracondale CA)
King Edward VII	63 Aylsham Road	Local Listing*
Lollards Pit (former Bridge House)	1 Rosary Road	Listed Grade II

Lord Rosebery	94 Rosebery Road	Local Listing*
Mad Moose (former Warwick Arms)	Warwick Street	Local Listing*
Marlpit	Hellesdon Road	Listed Grade II
Mulberry (former Rose Valley)	Unthank Road	Not listed
Red Lion	Eaton Street	Listed Grade II*
Rose	Trinity Street	Not listed
Rose	Queens Road	Local Listing (Bracondale CA)
Stanley	33 Magdalen Road	Not listed
Temple Bar (former Tuns)	Unthank Road	Listed Grade II
Stores (former Provision Stores)	Dereham Road	Not Listed
Trafford Arms	61 Trafford Road	Local Listing*
Trowel and Hammer	St. Stephen's Road	Local Listing (Newmarket Road CA)
Unthank Arms	Newmarket Street	Local Listing*
Whalebone	Magdalen Road	Local Listing (Sewell CA)
Windmill	211 Aylsham Road	Not listed
Windmill	Knox Road	Not listed
York Tavern	Leicester Street	Local Listing*

\* Pubs included on Norwich Society's local list published in July 2012. This shows buildings and other heritage assets (falling within the Outer Ring Road but outside conservation areas) which are identified for their local heritage significance. It supplements the council's existing local list. Subject to endorsement by the City Council, this supplementary list will have the same status as the previously published Local List for the purposes of policy DM9 See Appendix 7 following for the full list..

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# **Appendix 7 – Local List for Norwich (2012)**

(To be added)

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# Appendix 8 – Local criteria for assessment of locally identified heritage assets

## Scoring system for identifying locally listable buildings

A building requires a score of eight or more to be included on the list. Where a building scores maximum points in any one section, this should be referred to in the description. E.g. the school tower is an important landmark within the local area or the building is by the local architect A.F. Scott.

Townscape	Neutral	0
	Minor significance	1
	Positive Contribution or group value	2
	Important e.g. focal point	3
Architecture	Utilitarian	0
	Typical of period	1
	Good example of period	2
	Association with well known local architect or unusual design	3
History	Post 1945	0
	1914-1945	1
	1840-1914	2
	Pre 1840	3
Archaeology	No archaeological value	0
	Rare remaining example of feature or features dating from before 1700	4
Community	No importance	0
	Important to local community	2
	Significant event or use	4
Condition (as seen from public areas)	Altered and not reversible	0
	Extensions are significant but principal part of building remains unaltered	1
	Minor alterations or extension that can be reversed without affecting the character of the building	2
	Original Condition	3

## NOTES

### (1) Townscape Value

Churches and chapels provide the more obvious landmarks which are focal points of the community, however the contribution of other buildings might not be so obvious: for example the location of a shop on the corner of a terrace street might provide a familiar reference point helping to identify a particular area. Buildings that provide a special function within the townscape such as a focal point, landmark or reference point are given three points. Buildings that contribute positively to the townscape, i.e. they contribute something special which helps to define the character of an area, are given two points. Buildings that are 'in keeping' with the character of the area are given one point.

### (2) Architectural Value

Buildings are divided into four categories: Some buildings have been designed to be utilitarian i.e. built to perform their function without attempting to be aesthetically pleasing through the adoption of an architectural style or features. These are given zero points. The next category includes buildings that are fairly typical of their period and are given one point. Two points are given to buildings that have attempted to achieve a higher level of aesthetic quality. Lastly three points are awarded to buildings designed by a well known local or national architect e.g. many Edwardian buildings along Unthank Road are designed by A.F. Scott.

### (3) Historic Value

This criterion judges buildings on the same principles as those applied to statutory listed buildings, although more importance is attached to later buildings (this is simply because many pre-1840 buildings are already statutory listed if they are in anything like their original condition). Although there may be post-war buildings of significance which score zero points for historic value, their significance will be identified by scoring maximum points on architectural value, condition and at least one point on townscape value.

### (4) Archaeological Value

This criterion allows for the inclusion of pre-1700 buildings that have been much altered and are therefore not statutorily listable, but retain features such as flintwork or mullion windows etc. that may be of archaeological value. This also includes more recent archaeology, for example wartime installations such as warden posts and bunkers etc.



#### (5) Community Value

This criterion identifies buildings that may be perceived as valuable to the local community or the city as a whole. Two points are awarded to buildings that may be considered valuable to the local community, such as corner shops, community halls, local pubs etc. Four points are awarded to buildings that have hosted a notable event or had a use that is significant for the city as a whole (e.g. Hillary House on Unthank Road, where Edmund Hillary gave a Christmas Day broadcast to the nation in 1953 following his ascent of Everest).

#### (6) Condition (as seen from public views)

Due to the nature of the survey it is not generally possible to ascertain how buildings have been altered at the rear. Buildings that have been altered to the extent that the original appearance of the building cannot be brought back e.g. a front lean-to extension to a terrace house, are given zero points. Buildings that have had significant extensions that are visible, such as a garage, but do not adversely affect the appearance of the principal part of the building are given one point. Minor alterations that can easily be reversed (such as windows or chimney stacks) are given two points. Buildings that appear to be in original condition are given three points.

#### Group Value

Where buildings are considered to be a group, such as a street of terrace houses or semi-detached houses, the group should be considered together (in the same way that statutory listed buildings are sometimes considered for their group value.) An appropriate percentage of the group (for example 80%) should retain the majority of their original features.

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