



Appendix 3 – Standards for transportation requirements within new developments

- A3.1 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.
- A3.2 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.
- A3.3 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

- A3.4 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

- A3.5 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 are expected to support the provision of necessary transport infrastructure, and within the City boundary,

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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.

- A3.6 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.
- A3.7 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.
- A3.8 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

A3.9 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

A3.10 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

A3.11 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.

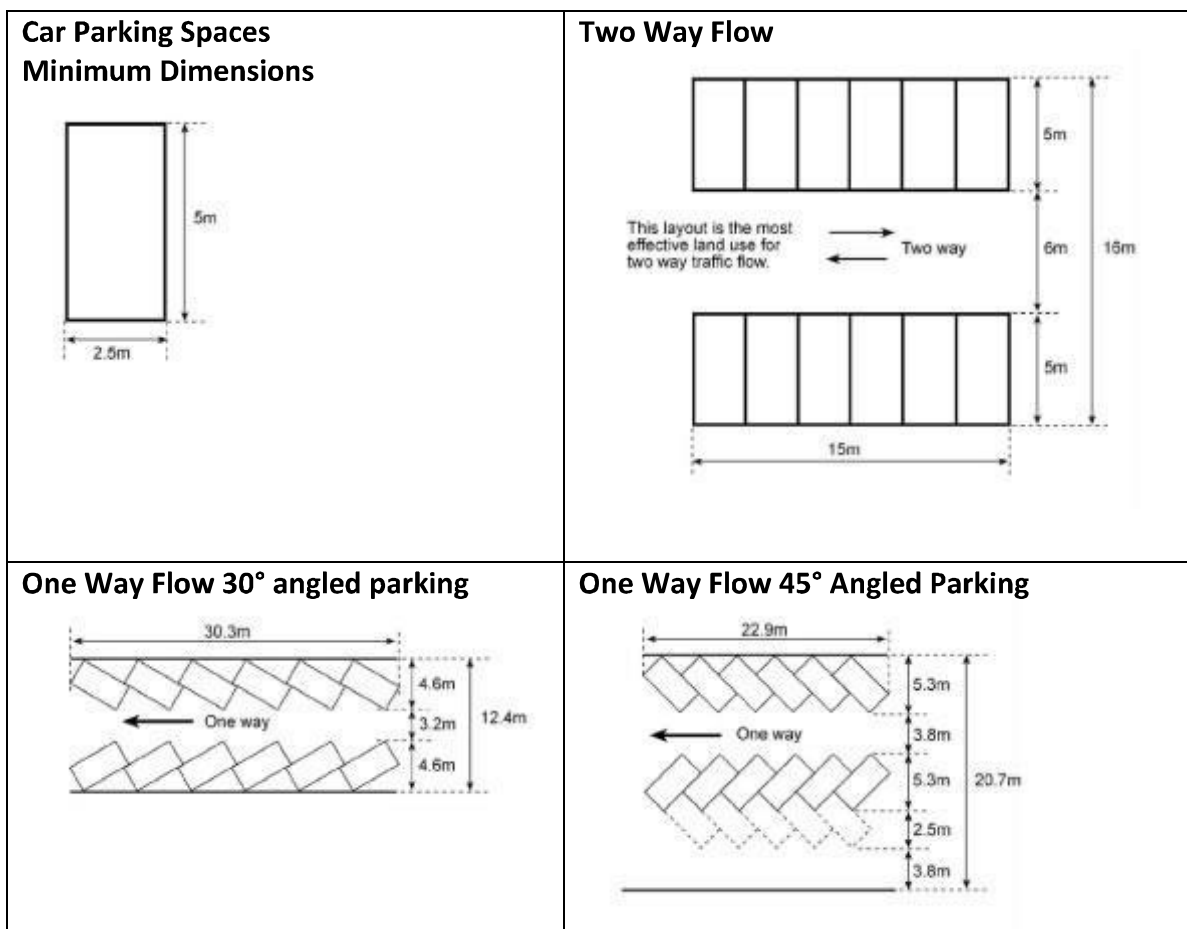
Site Access

A3.12 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

A3.13 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.



Central areas

A3.14 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

A3.15 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

A3.16 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.

A3.17 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.

A3.18 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.

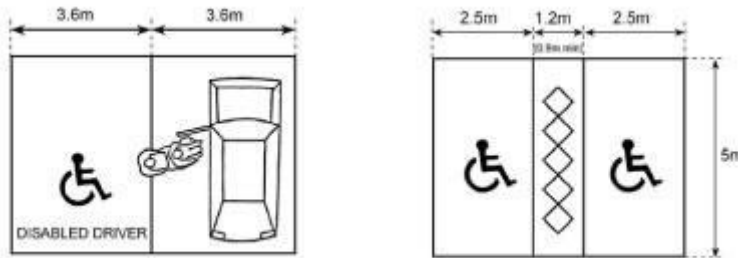
Provision for People with Disabilities

A3.19 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

A3.20 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

A3.21 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.

A3.22 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

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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.

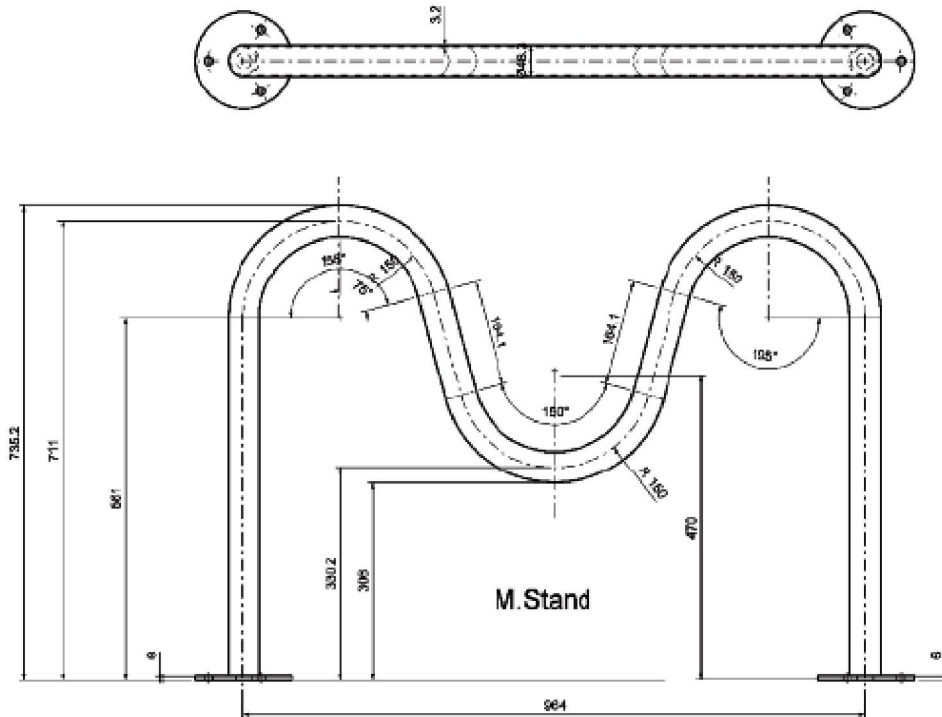
- A3.23 The Broxap CaMden cycle stand, named for its distinctive M shape, is now recommended by the city council. CaMden stands promote more secure locking because they make it easier for cyclists to keep bicycles upright and to lock both wheels and the frame. As was the case with the Sheffield stand in common use in recent years, the CaMden design allows for up to two cycle parking spaces per stand, and does not damage the cycles. A heritage version of the Sheffield stand, called the Norwich octagonal, is available from suppliers and is suitable in conservation areas. Other types of cycle stand will be considered on their merits.

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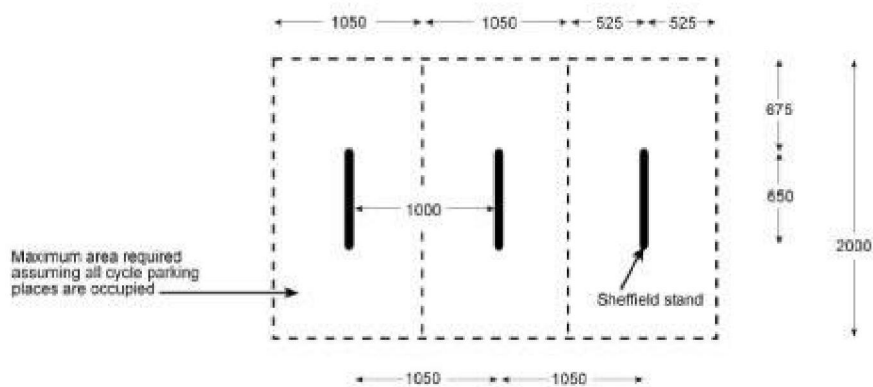
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"CaMden" Type Cycle Stand



Minimum Dimensions for 90° Angled Parking





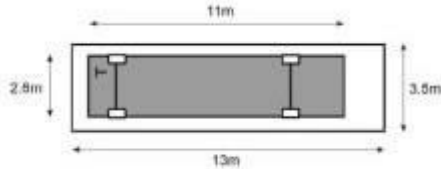
Servicing and refuse collection

- A3.24 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.
- A3.25 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.
- A3.26 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

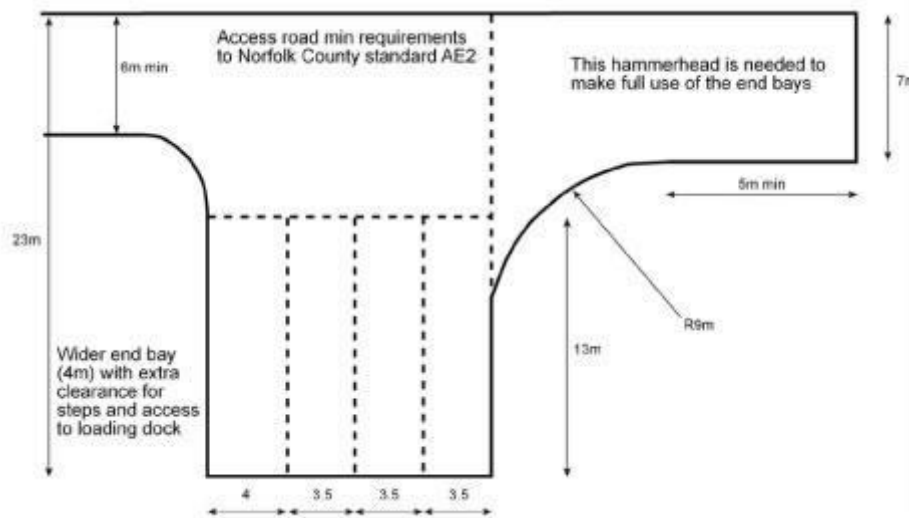
Minimum Parking Space



Length 11 metres x 2.6 metres width.

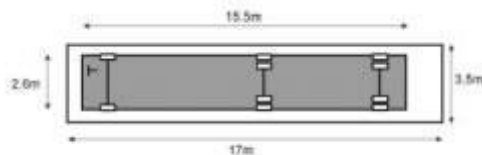
Minimum standing space required is 13 metres x 3.5 metres width (45 sq. m.)

Delivery Service Spaces



Articulated Vehicles

Minimum Parking Space

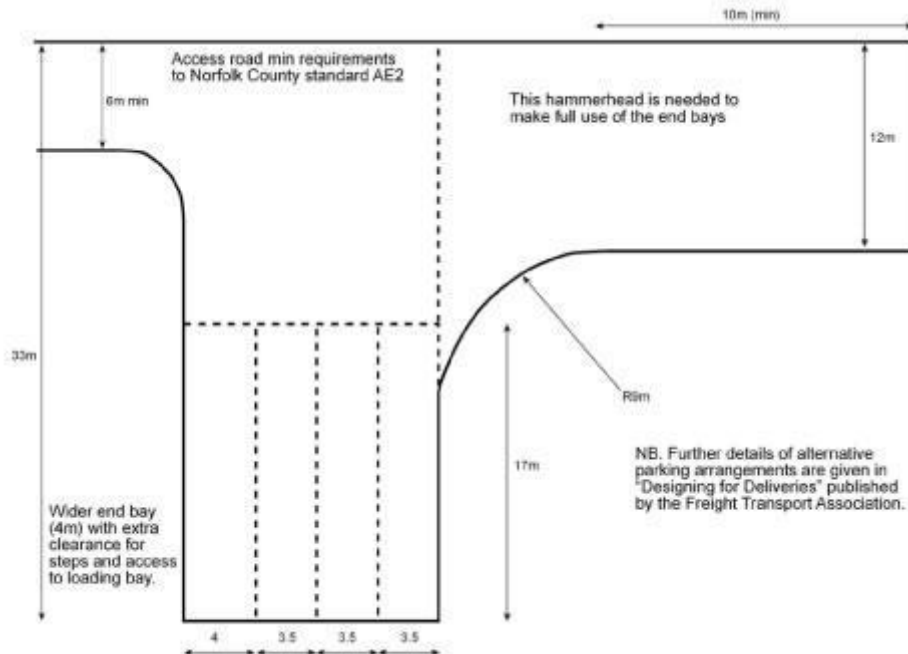


Length 15.5 metres x 2.6 metres width.

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



Delivery Service Spaces



Refuse Collection

A3.27 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. An 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

A3.28 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.

A3.29 Normally (in both housing and flatted developments) centralised and communal facilities will be provided. These will consist of facility for:

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- 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.

A3.30 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).

A3.31 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 people's homes.

Wheeled Bin Sizes

A3.32 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.

Bin Size	Width	Depth	Height
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	1,000mm

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







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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	Staff: One covered and secure cycle parking space per 100m ² Customers: Where possible, the provision of one cycle space per 50m ² within the Primary City Centre Retail Area will normally be required. The TS or TA should inform the level of provision on larger developments	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	Servicing may be possible from the street for smaller stores (under 2000m ²) but many areas have (or may become) time restricted access and existing off street servicing should be retained. Developments over 2000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Travel Plan 1,000m ² Travel Information Plan 200m ² Transport Statement - 1,000 m ² Transport Assessment- unlikely to be required
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances or nearby if on highway The TS or TA should inform the level of provision on larger developments	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 (secure parking) Parent and Child 5% of total.	Servicing may be permitted on street where safe and practicable. Otherwise a bay capable of holding a rigid 11m vehicle required. Developments over 1,000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Travel Plan 1,000m ² Travel Information Plan 200m ² Transport Statement - 1,000 m ² Transport Assessment- likely only required if development includes car

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
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 ² Customers: One cycle space per 50m ² 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 ² minimum one space	One parking space per 20m ² gfa 5% of total Parent and Child spaces: 5% of total. secure parking should be provided at 5% of the level of car parking	EV – one parking space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1,000m ² require standing for an articulated vehicle for every 2000m ² or part.	Travel Plan 1,000m ² Travel Information Plan 200m ² Transport Statement 500 m ² Transport Assessment- 1,000 m ²
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances or nearby if on highway	One parking space per 500m ² minimum one space	One parking space per 20m ² 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 ² over 5000 m ²	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1,000m ² require standing for an articulated vehicle for every 2000m ² or part.	Travel Plan 1,000m ² Travel Information Plan 200m ² Transport Statement 250 m ² Transport Assessment 800 m ²

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Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
	The TS or TA should inform the level of provision on larger developments		provided at 5% of the level of car parking	every 5000 m ² over 5000 m ²		












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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 ² Customers: Where possible, the provision of one cycle space per 500m ² 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 1,000m ² Travel Information Plan 200m ² Transport Statement 1500 m ² Transport Assessment 2500 m ²
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 35m ² Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	 one space per 1,000m ² minimum one space where practical	Operational parking only is permitted. One operational parking space per 200m ² .  20% of total	 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 ² over 2500 m ²	Units over 1,000m ² should have standing adjacent to a service bay for an 11m rigid vehicle unless servicing is permitted from the street.	
In existing or proposed employment locations outside the city centre as defined	Staff: One covered and secure cycle parking space per 50m ²	 one space per 700m ² minimum one space Reduced levels of	One parking space per 35m ² (includes staff and visitors)  5% of total	 parking spaces are included in the maximum standard, not additional to it.	Units should have standing for an 11m rigid vehicle associated with a	

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Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
by policy DM16	Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	parking should be justified in locations where on-street parking is not restricted	 secure parking should be provided at 5% of the level of car parking	 EV – one parking space should be provided with an electric charging point plus one for every 2500 m ² over 2500 m ²	service bay. Units over 2000m ² should provide an additional bay to accommodate an articulated vehicle	
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 50m ² Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	 one space per 700m ² , minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 35m ² (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 ² over 2500 m ²	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 2000m ² should provide an additional bay to accommodate an articulated vehicle	

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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 ² Customers: Where possible, the provision of one cycle space per 500m ² 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 1,000m ² Travel Information Plan 200m ² Transport Statement 2500 m ² Transport Assessment 4000 m ²
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 50m ² Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	One space per 2500m ² minimum one space where practical	Operational parking only is permitted. One operational parking space per 500m ² 20% of total	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 ² over 5000 m ²	One service bay is required per 2000m ² or part. All units should have standing adjacent to a service bay for an 11m rigid vehicle. Units over 500m ² 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 ² Customers: One cycle spaces per 500 m ² (or	one space per 1,000m ² minimum one space Reduced levels of parking should be justified in locations	One parking space per 50m ² (includes staff and visitors) 5% of total One per 1500m ²	parking spaces are included in the maximum standard, not additional to it. EV – one parking	One service bay is required per 1,000m ² or part. All Units should have standing for an 11m rigid vehicle associated	

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Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
	part) adjacent to principal entrances	where on-street parking is not restricted	(secure parking)	space should be provided with an electric charging point plus one for every 5000 m ²	with a service bay. Units over 500m ² should accommodate an articulated vehicle.	
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 75m ² Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	 one space per 1,000m ² minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted	One parking space per 50m ² (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 ²	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m ² should provide an additional bay to accommodate an articulated vehicle	

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


Development management policies plan

Adopted December 2014



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 with an electric charging point plus one for every 200 bedrooms over 200 bedrooms.	A service bay for an 11m rigid vehicle should be available, unless servicing is permitted from the street	Transport Assessment 100 bedrooms

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Location	Cycle parking standards (minimum)	Car Parking Standards (minimum)	Car Parking Standards (maximum)	Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
All other locations	<p> Staff/ Customers: One covered and secure cycle parking space per four bedrooms</p>	<p> one space per 27 bedrooms minimum one space Reduced levels of parking should be justified in locations where on-street parking is not restricted</p>	<p> 3 spaces for every 4 bedrooms 5% of total secure parking should be provided at 5% of the level of car parking</p>	<p> 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.</p>	<p>A service bay for an 11m rigid vehicle should normally be available</p>	

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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 beds adjacent to principal entrances	one space per 100 beds. Minimum one space	One operational parking space per 50 beds capable of standing an ambulance or minibus. one space per 100 beds		A bay capable of holding a rigid 11m vehicle required unless on street servicing is available.	
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	





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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 spaces. 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 Visitors: 1 space per 10 units located near	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 subject to the usual tariffs. Controlled parking Zones are not eligible for on-street parking permits 50% of parking should be unallocated, where levels are below 1:1 Provision of a car club parking space and car club vehicle will be expected for developments of over 100	Access for emergency services, removal lorries, refuse vehicles will be necessary.	

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Location	Cycle parking standards (minimum)	P Car Parking Standards (minimum)	P Car Parking Standards (maximum)	P Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
All other parts of the Controlled parking Zones within the Outer Ring Road	entrance to flatted developments 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 Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met	Car Free housing is permitted	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 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	units (car free housing, 50 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	Access for emergency services, removal lorries, refuse vehicles will be necessary	

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Location	Cycle parking standards (minimum)	Car Parking Standards (minimum)	Car Parking Standards (maximum)	Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
In other locations described as 'accessible' (i.e. 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. 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.	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 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	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	Access for emergency services, removal lorries, refuse vehicles will be necessary	Travel Plan 80 dwellings Transport Statement 50 dwellings Transport Assessment 80 dwellings (where dwellings in both C3 and C4 are proposed, these thresholds relate to the total number of

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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	<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>	<p>1 space per dwelling.</p>	<p>1 and 2 bed units: 1.5 space per dwelling</p> <p>3+ bed units: 2 spaces per dwelling.</p> <p>For developments of over 10 units a minimum of 30% 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 adequate cycle parking</p>	<p>Provision of a car club parking space and car club vehicle will be expected for developments of over 100 units. Access to a car club for any development is desirable</p> <p>√^mEV – one parking space should be provided with an electric charging point in all communal and unallocated parking areas and in all garages</p>	<p>Access for emergency services, removal lorries, refuse vehicles will be necessary.</p>	<p>dwellings)</p>





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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)






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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.	Assessment unlikely to be required
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	

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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 streets	Staff: One covered and secure cycle parking space per 100m ² Customers: Where possible, the provision of one cycle space per 50m ² 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	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 1,000m ² Travel Information Plan – usually required Transport Statement 1,000 m ² 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 room adjacent to principal entrances	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 20% of total	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)	Provision for the dropping off and collection of patients Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on circumstances).	Travel Plan 1,000m ² Travel Information Plan – usually required Transport Statement 500m ² Transport Assessment 1,000m ²
Elsewhere in the Urban area	Staff: One covered and secure cycle	one space per 10 consulting rooms (min	Staff: One space per 2 consulting rooms	parking spaces are included in the	Standing space for ambulance, minibus	

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Location	Cycle parking standards (minimum)	Car Parking Standards (minimum)	Car Parking Standards (maximum)	Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
	storage space per 2 consulting rooms Visitors: One cycle space per consulting room adjacent to principal entrances	one space)	Visitors: Three spaces per two consulting rooms 5% of total (min one space)	maximum standard, not additional to it. EV – one parking space should be provided with an electric charging point(consider fast charging)	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 ² Visitors: one cycle space adjacent to principal entrances per 100m ² .	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 ²	one space per 1,000 m ² (minimum one space)	Only operational car parking is permitted in this area. One operational parking	parking spaces are included in the maximum standard, not additional to it.	Standing space for ambulance, minibus or a rigid 11m vehicle normally required	Travel Plan 1,000m ² Travel Information Plan – usually required

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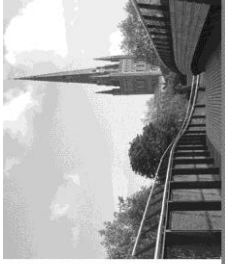


Location	Cycle parking standards (minimum)	Car Parking Standards (minimum)	Car Parking Standards (maximum)	Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
	<p> Visitors: one cycle space adjacent to principal entrances per 100m².</p>		<p> space per 200m². 20% of total (minimum one space)</p>		<p>(may be provided on street dependent on circumstances). Provision for the dropping off and collection of day-visitors</p>	<p>Transport Statement 500m² Transport Assessment- 1,000m²</p>
Elsewhere in the Urban area	<p>Staff: One covered and secure cycle storage space per 50m² Visitors: one cycle space adjacent to principal entrances per. 100m²</p>	<p> one space per 700 m² (minimum one space)</p>	<p>Staff and Visitors: One space per 35m² 5% of total (min one space) secure parking should be provided at 5% of the level of car parking</p>	<p> parking spaces are included in the maximum standard, not additional to it. EV – one parking space should be provided with an electric charging point</p>	<p>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.</p>	

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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 1,000m ² Travel Information Plan – usually required Transport Statement 500m ² Transport Assessment 1,000m ²
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	
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	

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Part use class D1, Use Class D2 and analogous sui generis 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 ² Customers: Where possible, the provision of one cycle space per 50m ² 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 ²) but many areas have (or may become) time restricted access and existing off street servicing should be retained. Developments over 2000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Travel Plan 1500m ² Travel Information Plan – usually required Transport Statement 1,000 m ² Transport Assessment unlikely to be required
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² 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	Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle required.	Travel Plan 1,000m ² Travel Information Plan – usually required Transport Statement 500m ² Transport

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



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 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances	 One space per 500 m ² . One space minimum Reduced levels of parking should be justified in locations where on-street parking is restricted	One space per 25m ²  5% of total. One space minimum	 5% of total. spaces:  3% of total Parent and Child 5% of total.  EV – one parking space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces	A minimum bay capable of holding a rigid 11m vehicle required. Developments over 1,000m ² will normally require standing for an articulated vehicle. On major routes vehicles will be expected to turn within the site	Assessment 1,000m ²

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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 1,000m ² pitch area adjacent to principal entrance to the site. For associated buildings see section 9.	 One space per 10,000 m ² . 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 ² 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








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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 ² of kiosk/shop Customers: One cycle stand (2 spaces) per 100m ² 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 50m ² Kiosk/shop Customers: One cycle spaces per 50m ² (or part) adjacent to principal entrance to kiosk/shop (not required for filling stations selling only petrol)	 One space Reduced levels of parking could be justified in locations where on-street parking is restricted	One parking space per 20m ² of Kiosk/shop  One space  One space (secure parking)		Tankers must be able to turn within the site	








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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 developments (under 2000m ²). Developments over 2000m ² 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 ² Travel Information Plan usually required for any development attracting visiting members of the public, otherwise 200m ² Transport Statement likely to be required for developments over 1,000 m ²
Elsewhere in the City Centre Parking Area	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	Car free development is permitted	Only operational parking (for vehicles that are required for the operation of the premises or business) will be permitted.	Parking for visitors/employees etc. will be provided by existing on and off street parking, or where appropriate, the Park and Ride service		Transport Assessment likely to be required for developments over 1500 m ² Advice on individual proposals should be sought
Within the Controlled parking zones around the city centre and other locations described as 'accessible' (i.e. on a	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as	Parking restraint will be encouraged in these areas  Should be provided for 2% of	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		

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Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
high quality public transport corridor, or within 100m of a district centre	demonstrated by the TA/TS and Travel Plan	 Car Parking Standards (minimum) staff (minimum one space)	 Car Parking Standards (maximum)	developments		
Elsewhere in the urban area	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	 Should be provided for 3% of staff (minimum one space) Reduced levels of parking should be justified in locations where on-street parking is not restricted	Parking for 60% of staff will normally be considered the maximum  secure parking should be provided at 5% of the level of car parking	 EV – one parking space should be provided with additional spaces provided for larger developments		