



Norwich local development framework

Development management policies
development plan document

Draft for consultation

January 2011



NORWICH
City Council



Public consultation on development management policies

The views of members of the public are vital to help Norwich City Council shape planning policies. These policies, along with those in the Joint core strategy, will be used in assessing planning applications.

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Introduction

1. In 2004, a new system for preparing and delivering planning policy called the *Local development framework* (LDF) was introduced. As shown in figure 1, the LDF includes a family of policy documents to guide and manage development in the city. This family of documents include procedural documents (*Local development scheme, Statement of community involvement* and monitoring reports), development plan documents (*Joint core strategy, Development management policies plan, Sites allocations plan* and area action plans) and supplementary planning documents. Once adopted, the LDF will replace the City of Norwich replacement local plan and will provide strategy and policies to manage the development of Norwich up to 2026.
2. This consultation report on the draft *Development management policies plan* is part of the latest stage in the council's production of the LDF.
3. The council's vision, objectives and strategic policies on important issues such as housing, employment and shopping will be set out in the *Joint core strategy* (JCS), currently being prepared jointly by Broadland District, Norwich City and South Norfolk Councils, with Norfolk County Council.

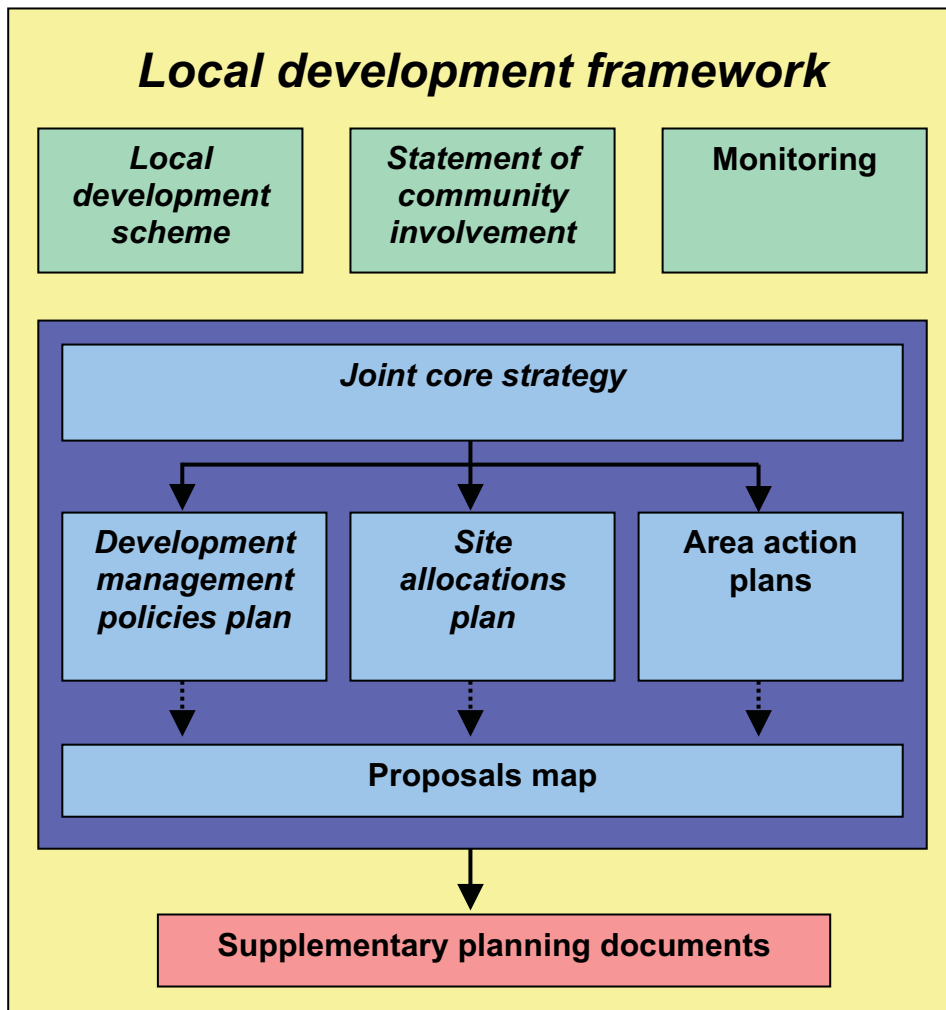


Figure 1: Local development framework documents

4. This document, the *Development management policies plan*, provides further details to assist the delivery of the JCS and the consideration of planning applications. Reference is made to the JCS throughout the plan. The development management policies are intended to provide locally specific



policies for issues not already covered by national policy or the JCS.

5. The *Development management policies plan* is being prepared individually by Norwich City Council for the city of Norwich alone. This report is intended to promote discussion about the draft policies.
6. In addition to consultation on the *Development management policies plan*, the council is also currently asking for comments on a list of preferred sites for allocation. This document is called the *Site allocations plan* and identifies sites for various land uses, including future housing and employment development.
7. To accompany this report the council has produced a draft proposals map showing where various policies and allocations apply. This is part of the consultation on both the *Development management policies* and *Site allocations plans*.



What are development management policies?

8. Planning applications must be determined in accordance with the *Local development framework* unless material considerations indicate otherwise. The main purpose of the *Development management policies plan* is to set out local standards and criteria against which planning applications for the development and use of land and buildings will be considered.
9. As set out above, the *Development management policies plan* is only one part of the *Local development framework*. As such, it is important that this plan and its policies are not read in isolation. As part of the plan making process, policies within the *Development management policies plan* cannot repeat the *JCS*, but must explain how they will be applied to define the circumstances in which planning permission will or will not be permitted. Development management policies must be consistent with the *JCS*.
10. Similarly the development management policies must conform with - but not repeat - national planning policy contained in planning policy statements (PPS) and planning policy guidance (PPG). For completeness, references are provided for each policy directing the user to other policies, documents and the evidence base which may need to be considered when determining applications. This list is not exhaustive. All



policies relevant at the time applications for planning permission are made will be taken into consideration.

11. The East of England regional spatial strategy (RSS) provides regional level guidance for this document. The coalition government has, however, announced its intention to revoke this document. Therefore, the weight that it carries as a material consideration is diminished. However, the evidence base used to prepare the regional spatial strategy is still valid and will continue to be a major material consideration in the near future.
12. The draft *Development management policies plan* contains 33 policies, broadly based on the themes of the *JCS*. Supplementary text is also provided for each policy, giving further detail and clarification. There will also be a need for a policy on planning obligations. However, as work is still progressing on an emerging community infrastructure levy or tariff based approach, it is not possible to draft this yet.



Current stage

13. The production of the *Development management policies plan* involves a number of different stages (see Table 1 below), including public consultation and an independent examination. The draft policies in this plan are for the public consultation.
14. In 2008 changes to the regulations meant only one stage of public consultation was necessary. This is reflected in the *Local development scheme*, published in March 2010. Although two consultations were carried out on the *Site allocations plan*, it was not considered necessary to carry out an earlier consultation on issues for the *Development management policies plan* as the general direction of the proposed policies has already been established through the *JCS*. As part of the process of producing the *JCS* extensive consultation took place on issues and options and the preferred approach. Discussions took place with members of the council and development management staff as part of the evidence gathering stage of the *Development management policies plan*. The discussions identified the level of detail needed to make sure the draft policies address local need while not repeating national policy, and ensure that the policies can be implemented effectively.
15. Although this document sets out the council's preferred approach, it also gives details of the alternative options considered as part of the process of producing the plan and the reasoning for their dismissal. This regulation 25



consultation gives everyone the opportunity to comment on the preferred policies and the alternative options. This is also an opportunity for people to suggest other options that the council should consider.


	Evidence gathering and consideration of options		January – October 2010
We are here 	Public consultation	Consultation on the draft policies	January – March 2011
	Pre-submission consultation	Opportunity for public comments on the soundness of the proposed submission document	November – December 2011
	Submission	Submission to the Secretary of State and independent public examination	Early 2012
	Adoption	The council adopts the <i>Development management policies plan</i>	Late 2012

Table 1: Key stages of the *Development management policies plan*



Future stages

16. After this consultation period all the responses will be considered, alongside the findings of a sustainability appraisal and appropriate assessment, when revising the plan. A summary of the consultation responses will be published for viewing.
17. Following this the amended document, with the final sustainability appraisal report, will be published as a submission document. There will be another chance to comment before the draft document is submitted to the Secretary of State for public examination. However, comments can only be made at this next consultation stage on the soundness and legal compliance of the document - whether the appropriate procedures were followed and all necessary issues have been taken into account.
18. An independent public examination will be held after the document has been submitted to the Secretary of State. If the document is found sound, the council will formally adopt it as part of the *Local development framework*. This is expected to be late 2012.
19. There are currently several areas of uncertainty which may result in the need for a second regulation 25 public consultation on the plan, should the policies need significant redrafting. This would mean the pre-submission consultation,



submission, examination and adoption dates would be later than currently scheduled. These areas of uncertainty are as follows:

- the JCS has not yet been adopted. Its examination in public started on 9 November 2010 and the inspector's report is expected in early 2011. Should the inspector make binding changes to the plan, the draft development management policies may need reviewing. If the plan were found unsound, a complete review of the plan making approach would be required
- late in 2010 the government presented a Localism Bill before Parliament which focuses on issues such as shifting power to the local community and removing barriers to growth. This may result in changes in the way that plans are produced and changes to the detail that should be contained within local policies. If so, the process of producing the plan and the policies will need to be reviewed
- the government has set out within the white paper *Local growth: realising every place's potential*, released on 28 October 2010, that national planning policy and guidance will be fundamentally reformed and streamlined with a simple national planning framework. This will cover all forms of development. The framework will set out national economic, social and environmental priorities and how they relate to each other. Further detail on this is expected to emerge as part of the Localism Bill. The development management policies should be consistent with national policy but should not repeat them so changes to the

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national policy framework may result in some development management policies needing to be amended. New policies may need adding if issues are no longer covered by the national planning framework or some development management policies may need removing

20. All these potential issues will be carefully considered before the development management policies are finalised. If significant changes are made to the policies there will be a need for a second regulation 25 public consultation.



Sustainability appraisal

21. As part of the plan making process it is necessary to undertake sustainability appraisal in parallel with the development of the plan. Sustainability appraisal (SA) is a process to ensure that environmental, economic and social impacts are fully taken into account.
22. A scoping report, setting out a proposed sustainability framework, was published for consultation in April 2010.
23. Consultants were appointed to undertake the SA exercise independently. The draft SA report has been published for consultation alongside the plan. This report sets out the outcome of the sustainability assessment of the preferred policies and the alternative options. These findings will help inform the final policies.



Appropriate assessment

24. Appropriate assessment (AA) is mandatory for all relevant development plan documents to avoid adverse effects on protected habitats of special importance. The council may only adopt a plan after it has been found that the plan will not adversely affect the integrity of the sites concerned. An independent consultant has been appointed to undertake this work.



The consultation

25. This report sets out the council's preferred approach to the management of future development in the city. Individuals and organisations have the opportunity to comment on the preferred policies and supplementary text and the alternative options. There is also the chance for people to suggest other options that the council should consider.
26. Please use the response form provided to make comments. The document, sustainability appraisal and response form can be accessed online via the city's website at www.norwich.gov.uk. You can respond by completing the downloaded response form and submitting it to us electronically to ldf@norwich.gov.uk or by posting it to the **planning policy and projects team, room 336, City Hall, St Peters Street, Norwich, NR2 1NH**. Alternatively, please call the council's customer contact centre on 0344 980 3333 if you have enquiries or would like consultation documents in alternative formats.
27. The consultation will close at **5pm on 24 March 2011**.



The draft policies

Planning statements

Policy DM1 – Planning statements

All planning applications must be accompanied by the required supporting documentary evidence. Details on information requirements and thresholds are set out in the Norwich City Council validation checklist which will be reviewed regularly to reflect best practice.

Failure to provide supporting documents essential to the determination of the application will lead to the refusal of planning applications.

Supplementary text

28. To help make informed decisions, it is important that applicants demonstrate that their proposed development has emerged from a full assessment of a site's circumstances and characteristics. Planning decisions should be based on up-to-date information on the characteristics of the area and the potential positive and negative impacts of the development proposals (whether direct, indirect, cumulative, long-term or short-term).
29. The purpose of this policy is to require that all necessary information and assessments are provided as part of the



planning application process to ensure that formal applications can be dealt with in a more certain and speedy manner and the quality of decisions can be better assured in accordance with Planning policy statement 1: delivering sustainable development.

30. The Norwich validation checklist provides detail on information requirements and thresholds. This will be updated regularly and will be made available on the Norwich City Council website and from planning reception. The level of information required will be dependant upon the complexity of the proposal and/or the characteristics of the site and area. The extent of the area to be surveyed will depend on the nature, scale and sensitivity of the development. Where appropriate and practicable, information from different assessments may be combined to form an overarching planning statement. Planning statements should also demonstrate how relevant policies in local development documents have been taken into account.

Alternative options

An alternative option is to not have a policy requiring supporting documentary evidence and to rely on national validation requirements.

A second alternative is to incorporate a list of information requirements as part of the policy. This would result in an overly lengthy policy and run the risk of duplicating information already available through the planning application process. It would also be possible to include the information requirements within an appendix

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of this plan; however as information requirements change this would result in the plan becoming out of date and in need of a review.

References

- Planning policy statement 1: delivering sustainable development
- Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 (statutory instrument no.1062)
- Circular – Guidance on changes to the development control system
- Circular 05/2005 – Planning obligations
- Circular 06/2005 – Biodiversity and Geographical Conservation
- Norfolk County Council travel plan guidance
- CABE guide on Design and access statements – How to write, read and use them
- Design and access statements for development frameworks
- Planning and access for disabled people: a good practice guide
- Safer places: the planning system and crime prevention



Amenity considerations

Policy DM2 – Amenity

Existing occupiers

Development will not be permitted where it would have an unacceptable impact on the amenity of the area or neighbouring occupants. Particular regard will be given to:

- a) the prevention of overlooking and the loss of privacy;
- b) the prevention of overshadowing and loss of daylight; and
- c) the prevention of disturbance from noise, odour, vibrations, air or artificial light pollution.

Future occupiers

Development will only be permitted where it provides for a high standard of amenity and adequate levels of light for future occupiers. To ensure that residential dwellings are designed to meet the demands of everyday life, sufficient internal space must be provided to enable residents to live comfortably and conveniently.

External amenity space within residential developments

Provision must be made for suitable external private or communal amenity space which should be integral to the residential development and form a key part of the overall design of the site. Provision of sufficient bin and cycle storage as required by policy DM31 should not be detrimental to the provision of suitable external private or communal amenity space.

Conversions to residential use not making provision for external amenity space will only be acceptable where such provision is not feasible and:



- a) it is enabling development to secure the future of a heritage asset;
- b) it is the re-use of upper floors of commercial premises; or
- c) there are overriding benefits to the regeneration of a wider area.

Supplementary text

31. All development should take account of the impact on people's living and working conditions. Development must adequately protect and where possible enhance the amenity of nearby occupants and provide for the needs of future occupants. Within a densely developed urban area such as Norwich, it is particularly important to protect the well-being of communities and to ensure that residents and businesses are not adversely affected by development. Unless otherwise stated, this policy applies to all forms of development within the city, including change of use and smaller proposals such as extensions.
32. In the context of this policy and with reference to existing and future occupiers, amenity is defined as 'the desirable features of a place that ought to be protected or enhanced in the public interest'. This includes issues such as the protection of a suitable level of privacy, safeguarding from excessive noise or light pollution and sufficient internal and external space and light. Consideration should not only be given to the impact of individual developments, but also to cumulative impacts. The term development includes the activity and its direct impacts (i.e. traffic).
33. Homes should be designed to meet the demands of everyday life, providing enough space and facilities to enable residents to live comfortably and conveniently. Guidelines for internal



space standards are given below. Departures from the space standards will be considered on a case by case basis. Further floor areas can be generated for alternative scenarios using the Homes and Community Agency's housing quality calculator.

	Dwelling type (bedroom/persons)	Essential minimum gross internal area (GIA) (sq.m)
Single storey dwelling	1b2p	48
	2b3p	61
	2b4p	70
	3b5p	86
	4b6p	99
Two storey dwelling	2b3p	71
	2b4p	80
	3b5p	96
	4b6p	109
Three storey dwelling	3b5p	101
	4b6p	114

34. Outdoor space for residential properties may be provided as private gardens or as communal amenity space. It should be integral to the overall design of the development. Where balconies are acceptable as part of a proposal this may contribute towards the overall provision of external amenity space.
35. Conversions to residential uses where there is insufficient external amenity space will only be permitted in exceptional circumstances. 'Enabling development' refers to development which would not normally be acceptable, but is allowed as it secures the proper repair of a heritage asset. In all cases the developer is required to explore all options including the use of roof terraces, balconies and shared courtyards.



Alternative options

One alternative option is to have no policy or guidance on protecting the amenity of existing and future residents although this would not reflect the prominence in national planning policy of the principle of identifying and addressing problems before they arise.

A second alternative is to remove the guidelines for internal space standards and to determine all applications on a case by case basis. It is considered that the internal space standards, which are taken from the Homes and Community Agency's proposed core housing design and sustainability standards consultation, are an appropriate guideline to ensure that all new residential dwellings have sufficient space for comfortable and flexible living. These standards are appropriate for urban areas with comparable standards being given within the London Housing Design Guide.

A third option concerns external amenity space for residential developments. An alternative would be to set guidelines for external space standards and to not allow conversions to residential uses where these do not meet the standards. This approach is likely to prevent the beneficial use of upper floors of commercial premises within the city centre and local and district retail centres and may prevent securing the future of heritage assets. As such this approach would conflict with national policy, the Joint Core Strategy and other policies within this plan which seek to promote mixed use development and to enable development.

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References

- Planning policy statement 1: delivering sustainable development
- Planning policy statement 3: housing
- Homes and Community Agency's proposed core housing design and sustainability standards (consultation document – March 2010)



Design

Policy DM3 – Design principles

Development must address the following design principles, where relevant.

a) Gateways

Development at or near the main gateways to the city, as defined on the proposals map, will only be permitted where they achieve a high standard of design, are appropriate to the location and respect the context of the gateway. New landmark buildings may be appropriate where they help define the entrance.

b) Views

The design of new buildings must pay careful attention to the need to protect and enhance the significant views identified in appendix 7 and those identified in conservation area appraisals.

c) Local distinctiveness and character

Proposals should respect and enhance the character and local distinctiveness of the area. The design of all development must have regard to the character of the surrounding neighbourhood in terms of the historic context of the site, historic street patterns, plot boundaries, block sizes, height and materials.

d) Layout and siting

The layout of a development should make efficient use of land, making best use of its topography and have a positive impact in terms of its appearance and the way it is used. Consideration should be given to orientation to improve energy efficiency and maximise solar gain.



Proposals should provide a permeable and legible network of routes and spaces through the development which take account of public accessibility and link to existing routes and spaces. The public realm should be designed so it is attractive, overlooked and safe.

Well designed and defined private, semi-private and public open space should be incorporated for all development, as appropriate to the area. This must include sufficient space for bin and cycle storage in accordance with policies DM2 and DM31.

e) Density

The density of development should achieve a density in keeping with the existing character and function of the areas, taking account of heritage assets where appropriate. The density of residential development should accord with policy DM12.

f) Height, massing, scale and form

Developers should demonstrate that appropriate attention has been given to the height, scale, massing and form of new development. Significant new developments will be required to demonstrate in their design these relationships with their surroundings through assessments and analysis of visual impact and relationships from all main viewpoints.

g) Design of roads and streets

Roads and streets should be designed so they are an integral part of the development and relate to the surrounding buildings. Streets, routes and spaces are part of the public realm and should enhance the quality of the environment. The provision of car parking should not dominate streets. The roads, footways and pedestrian and cycle ways should be constructed from a palette of materials chosen to reflect the special character of the city.

h) Materials and details



Proposals for new development will be required to demonstrate that appropriate consideration has been given to the selection and choice of materials and decorative colour (including hard and soft landscape materials). In choosing materials developers should have regard to prevailing materials of the area. Sustainable and re-used materials should be used wherever possible.

i) Green infrastructure

Where practicable, provision should be made within developments for:

- a) the safeguarding and enhancement of natural features of importance and wildlife habitats; and
- b) biodiversity enhancements to improve and/or extend habitat links.

j) Landscaping

Landscaping of new development must be an integral part of the overall design which complements and enhances the development. Careful consideration must be given to hard and soft landscaping and boundary treatments. Landscaping schemes should:

- a) enhance the appearance and character of the built and natural environment of the site and its surroundings;
- b) create a biodiversity-rich environment through the use of native plant species wherever practicable;
- c) link new areas of wildlife habitat into the existing network of habitats where possible; and
- d) promote the use of sustainable drainage systems.

Supplementary text

36. Norwich's built and natural environment is of high quality and is characterised by a tight urban form, good provision of open space and trees and a high quality historic townscape reflecting development over the past 1,000 years. It is



essential that new development takes account of these qualities as Norwich needs to build on its strengths and promote local distinctiveness through high quality design. Development should be designed to use land efficiently and be adaptable as well as enhancing the character and appearance of the neighbourhoods in which they are situated. This policy sets out the design principles that should be applied across the city to all forms and scale of development. This policy contains further detail to help implement Joint Core Strategy Policy 2: Promoting good design. The national policy context is set out in Planning *policy statement 1: delivering sustainable development*. PPS1 affirms the clear principle that planning authorities should plan positively for the achievement of high quality and inclusive design.

37. Design and access statements are required to be submitted with most planning applications. These should demonstrate how a proposal is functional, attractive and accessible to all. They should show how the proposal meets the requirements of the *Local development framework* as a whole, with a particular focus on both policy 2 of the Joint Core Strategy and policy DM3 of this document.
38. The scope of the design principles set out above identifies the importance of local character and distinctiveness and ensuring that the new development relates to and enhances key landscape and townscape elements. All proposals including traditional and contemporary designs must be capable of being successfully integrated within the neighbourhoods. Important aspects of design do not just include the creation of attractive features and forms within developments, but also include the relationship of buildings with space and the built



form surrounding them. Furthermore, it should address how different places and uses connect and how people move between them.

39. Gateways include those around the periphery of the city which are important as they create an urban edge to the surrounding countryside and those into the city centre which should assist in welcoming visitors to the centre and reflect its importance. A landmark can be defined as a building or structure that stands out from its background by virtue of height, size or some other aspect of design.
40. Local landscape features, with two river valleys and sometimes steep, often wooded valley sides, provide broad views across the city, contributing greatly to its townscape and sense of place. This policy seeks to control development which would intrude unduly into the significant views identified in appendix 7 and conservation area appraisals.
41. The density of development should be in keeping with the existing character of the areas. The assessment of an areas character and the affect the development has on the area's character should take into consideration the historical context, urban morphology, the make up of blocks and plots, landscape, predominant heights, views, design, materials and heritage assets in the area. Where a site is located within a conservation area reference should be made to the relevant conservation area appraisal.
42. When considering the layout of a site, priority should be given to non-car based modes of transport including pedestrians and cyclists to assist in creating an environment that is both attractive and safe for its intended users, and also help to



promote sustainable forms of development. The provision of car parking should not dominate the development. Public and private open space should also be integral to the design of the development and should be well situated and defined to avoid piecemeal and isolated patches of public space that are not well used and become prone to vandalism.

43. Careful consideration should also be given to detailed design aspects including the selection and choice of materials for buildings, landscaping, boundary treatments and street surfaces. The range of materials which can be used for the construction of roads, footways and pedestrian areas has increased dramatically over recent years, but many of these new materials do not suit the special character of the city. A limited range of materials that are sufficiently flexible to reflect the individual character of specific streets and places will be used, in accordance with the Streetscape Design Manual, to ensure that the quality of the public realm is maintained and improved. The application of external colour to historic buildings in Norwich is also a significant feature of the character of the city and reinforces local identity. The application of external decorative colour to listed buildings must be agreed by the local planning authority and should take into consideration the Historic Colour Strategy and building materials.
44. New development provides the opportunity to improve and enhance the biodiversity of the area either by incorporating areas of biodiversity value into new development or by creating new areas as part of the design process. Failure to exploit these opportunities will significantly diminish the potential for the city to be enhanced as it develops. As such,



where development is permitted and where it is practicable provision should be made within developments for the safeguarding and enhancement of natural features of importance and wildlife habitats and the provision of new green infrastructure. This is particular important within or adjacent to national, regional and local environmental assets and areas of open space as defined on the proposals map. Appendix 5 of the Green Infrastructure Delivery Plan (GIDP) should be referred to, to ensure that green infrastructure provision and enhancement is locationally sensitive to the particular character of the area so that local distinctiveness is enhanced in the area.

45. As set out in the Joint Core Strategy, Building for Life (published by CABI) will be used to evaluate residential development of 10 or more units. Other design guides should be referred to where appropriate. These include By Design, Manual for *streets*, *Streetscape design manual* and Secured by *design*. Within conservation areas, consideration will be given to conservation area appraisals. Within the city centre conservation area, proposals should accord with the design guidelines set out in the City centre conservation area appraisal.

Alternative options

The alternative options include more prescriptive standards. This option would not support the approach for having flexible criteria-based guidelines that allow for site specific considerations to be taken into account in securing high quality sustainable design.



The other alternative is to have no standards, and rely on national policies and the Joint Core Strategy. This approach would not provide design criteria specific to Norwich which are detailed enough to ensure that local distinctiveness and local concerns form a key consideration when determining planning applications.

References

- Planning policy statement 1: delivering sustainable development
- Planning policy statement 3: housing
- Planning policy statement 5: planning for the historic environment
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Joint Core Strategy policy 2: Promoting good design
- Joint Core Strategy policy 7: Supporting communities
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- CABE guide on Design and access statements – How to write, read and use them
- CABE Creating successful masterplans
- Building for Life
- By Design
- Manual for Streets
- Norwich streetscape design manual
- Secured by Design
- Historic characterisation and sensitivity assessment (2009)
- Conservation area appraisals



Energy

Policy DM4

Energy efficiency

All new development will be expected to maximise energy efficiency through internal and external layout, orientation, massing, materials, insulation, heat recovery, construction techniques, natural ventilation, shading and landscaping.

Renewable energy

Renewable energy generation schemes will be encouraged as part of development proposals to achieve the code for sustainable homes and BREEAM standards within policy 3 of the JCS.

Proposals for renewable energy development will be permitted where their scale, siting and cumulative effect would not have a significant adverse impact on:

- a) neighbouring uses or amenity
- b) visual amenity, particularly from sensitive viewpoints
- c) environmental and historic assets; and
- d) highway safety

Where development is permitted, mitigation measures, such as landscaping, may be required to minimise any potential negative visual, amenity and/or highway impacts.



Supplementary text

46. Addressing climate change is an important aspect underpinning the *Local development framework*. The Joint Core Strategy promotes sustainability, the efficient use of resources and the promotion of renewable energy. Policy 3 of the Joint Core Strategy supports the implementation of the Code for Sustainable Homes, BREEAM standards, the Code for Sustainable Buildings and contributions towards the carbon offset fund for smaller developments. This policy supports policy 3 of the JCS.
47. Planning policy statement 22: renewable energy advises that the *Local development framework* should contain policies designed to promote and encourage rather than restrict the development of renewable energy resources. PPS 22 also states that planning authorities should set out the criteria that will be applied in assessing applications for planning permission for renewable energy projects.
48. The Joint Core Strategy emphasises the importance of renewable sources to ensure that development contributes towards energy targets and does not have a negative impact on the environment. The purpose of this policy is to set out that within the city, the use of renewable energy will be encouraged as part of development proposals and will be permitted provided that there are no significant adverse impacts upon neighbouring and visual amenity, environmental and historic assets and highways. PPS 22 sets out when planning permission may be granted for renewable energy development affecting international designated sites and national designations.



49. Careful siting of installations may be sufficient to prevent adverse impacts; however in some cases appropriate landscape screening could be used to mask or reduce the visual and amenity impact of the proposal. When considering the design of proposals thought will also be given to issues such as overshadowing. This policy does not focus on any particular type of renewable energy as technologies change over time.
50. Further detailed guidance is set out in the companion guide accompanying PPS 22. Since PPS22 was produced, the need for planning permission for many microgeneration facilities has been removed.

Alternative options

The option of not having a policy to set out the criteria that will be applied in assessing applications for renewable energy proposals would be contrary to PPS 22.

References

- Planning policy statement 1: delivering sustainable development
- Planning policy *statement: planning and climate change*, supplement to planning policy statement 1
- Planning policy Statement 22: Renewable Energy
- Planning for renewable energy: a companion guide to PPS 22
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets

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- Joint Core Strategy policy 3: Energy and water
- Sustainable energy study for the Joint Core Strategy for Broadland, Norwich and South Norfolk (2009)
- The Code for Sustainable Homes
- BREEAM: The environmental assessment method for buildings
- The Code for Sustainable Buildings



Water

Policy DM5

Fluvial and tidal flooding

Development will only be permitted within Flood zones 2, 3a and 3b and those areas identified at risk from flooding in the Norwich Strategic Flood Risk Assessment where they satisfy the sequential test and, if required, the exceptions test. Sites identified within the site allocations DPD or sites within identified regeneration areas will not be subject to the sequential test although the sequential approach should be applied when locating development within the site to ensure that the most vulnerable development is located within the lower risk areas of the site.

Sustainable drainage

Flood mitigation measures to deal with surface water arising from development proposals should be incorporated to minimise the risk of flooding on the development site and within the surrounding area. Sustainable drainage systems should be incorporated in all development, unless this is not technically feasible, or where it can be demonstrated that ground conditions are unsuitable for such measures.

Surface water flooding

Within surface water management areas all developments involving new buildings or extensions over 50 sq m, with the exception of



householder development, will be required to incorporate measures to reduce surface water run off and should be submitted with a flood risk assessment to ensure that development has a neutral or positive impact on reducing surface water flooding.

Paving of front gardens

Planning permission will only be permitted for the paving of front gardens with impermeable surfaces where:

- a) it can be demonstrated that permeable surfaces are not practicable due to poor soil infiltration capacity; or
- b) within areas with soils with average or good infiltration capacity it can be demonstrated that there is an overriding need for such surfaces.

Supplementary text

51. The purpose of this policy is to minimise flood risk to new development and to protect existing development from increased flood risk as a result of new development. The Joint Core Strategy sets out in policy 1 that development must be located to minimise flood risk, mitigating any such risk through design and implementing sustainable drainage. The national policy context is set out in Planning policy statement 25: development and flood risk.
52. PPS 25 categorises zones of flood risk as Zone 1 (low probability), Zone 2 (medium probability), Zone 3a (high probability) and Zone 3b (functional floodplain). These flood zones are defined in Table D.1 of PPS 25 and are illustrated



by the flood maps produced by the Environment Agency (EA) which are available from their website.

53. Paragraphs 14 to 15 of PPS 25 sets out the requirement to apply the sequential approach to ensure that areas at little or no risk of flooding are developed in preference to areas at higher risk. The overall aim is to steer new development to Flood Zone 1. Where there are no reasonably available sites in Flood Zone 1, consideration should be given to the vulnerability of land uses and reasonably available sites in Flood Zone 2. The Level 2 strategic flood risk assessment shows that development in flood zone 2, with suitable mitigation, will be needed to achieve JCS housing targets. Such development will also help to address the social and economic needs of the city, retaining the vitality of the city centre, the most accessible location in the sub region.
54. Where there are no reasonably available sites in Flood Zone 1 or 2, sites in Flood Zone 3 may be considered, taking into account the vulnerability of land use.
55. On sites allocated as part of the *Local development framework*, developers need not apply the sequential test, although the sequential approach should be taken into consideration in locating development within the site. As such, the requirement for a sequential test applies to windfall development only.
56. The Level 2 strategic flood risk assessment shows that the exceptions test will not be required for allocated housing sites within Norwich.



57. Where redevelopment is part of an identified regeneration strategy, it is already accepted that there are no other reasonably available sites. Within Norwich the identified regeneration areas applies to the northern city centre area, as defined by the area action plan, and the Rose Lane/Mountergate/King Street area which will be defined within a supplementary planning document. For these regeneration areas the flood risk assessment should focus on addressing how the flood risk will be managed and mitigated and the sequential approach should be applied when considering the location of development within the site.
58. For the city centre, the Joint Core Strategy sets out the importance of mixed use development to enhance the regional role of the city centre, including the redevelopment of brownfield sites. Where development is proposed within flood zone 2 or 3 within the city centre, the extent of the search area for the sequential test will be the city centre.
59. For the remainder of the Norwich urban area, the search area for the sequential test will be defined by local circumstances. The area of search will depend upon the use and catchment area of the proposed development. In some situations it may be appropriate to consider the neighbourhood areas.
60. As set out in PPS 25, all proposals greater than 1 ha or within areas at risk of flooding will be required to provide a flood risk assessment identifying the scale of the flood risk, likely sources of flooding and flood risk mitigation and management measures.
61. Some areas within Norwich are prone to surface water flooding. Work is ongoing on identifying these areas and once



complete, these areas will be identified on the proposals map as surface water management areas. To prevent an increase in surface water flooding within these areas, all proposals involving new buildings or extensions, with the exception of householder development, will be required to be accompanied by a flood risk assessment and to incorporate measures to reduce surface water run off. Measures to reduce surface water run off include the use of permeable surfaces, grey water recycling, green roofs, soakaways, water storage areas and water butts.

62. Minor developments such as driveways and the paving of front gardens can also contribute towards sustainable drainage by providing permeable surfaces. Amendments were made to the General Permitted Development Order in 2008 concerning the paving over of front gardens. Planning permission is not required for the paving of front gardens with an area of over 5 m² where permeable surfaces, which comply with the CLG and Environment Agency 'Guidance on the permeable surfacing of front gardens', are used. In areas where it is demonstrated that the soil has poor infiltration capacity, impermeable surfaces will be acceptable. Within areas of average or good infiltration capacity, impermeable surfaces will only be permitted where it is demonstrated that there is an overriding need for such a surface. An indicative infiltration capacity drainage map is provided in appendix 1 of this plan. As the map is indicative, it must be demonstrated on a case by case basis within all areas of the city that permeable surfaces are not practicable due to poor soil infiltration capacity.



Alternative options

The alternative option is to rely on national planning policy and the Joint Core Strategy. This approach would not take account of all types of flooding including specific local issues and concerns and would not provide the necessary required guidance on fluvial, tidal and surface water flooding, sustainable drainage and the paving of front gardens.

References

- Planning policy statement 1: delivering sustainable development
- Planning policy statement: planning and climate change, supplement to planning policy statement 1
- Planning policy statement 25: development and flood risk
- Planning policy statement 25 practice guide
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Norwich strategic flood risk assessment, Levels 1 and 2
- Greater Norwich integrated water cycle study
- Guidance on the permeable surfacing of front gardens



Environmental assets

Policy DM6

Environmental assets

Nationally protected sites of special scientific interest (SSSI)

Any proposals for development which adversely affects SSSIs not subject to an international designation will only be allowed in exceptional circumstances where the benefits of the development clearly outweigh the impacts that it is likely to have. Such proposals will be accompanied by a suitable environmental statement, showing how the development would mitigate any affects on the features of the site that make it of special scientific interest and any broader impacts on the national network of SSSIs.

Regional and local sites

Development which would be detrimental to designated and proposed sites of regional and local importance for nature conservation, biodiversity and geological interest will only be permitted where there is a clear justification, which outweighs the need to safeguard the nature conservation interest of the site. This includes local nature reserves, county wildlife sites, roadside nature reserves (RNRs) and areas of woodland. In such cases the proposal will include an assessment of the impact and appropriate mitigating measures that will be undertaken.

Yare Valley character area

Within the Yare Valley character area, as defined on the proposals map, development proposals will only be permitted where it would



not damage the environmental quality, biodiversity or character of the area and where it is for:

- a) agriculture or forestry purposes; or
- b) facilities ancillary to outdoor sport and recreation, cemeteries or other uses appropriate to the purpose of this policy; or
- c) the limited extension or alteration to existing buildings.

Supplementary text

63. Policy 1 of the Joint Core Strategy is concerned with protecting the wealth of environmental assets within Norwich and creating and enhancing habitat links to, from and within the city to surrounding open countryside and the Broads to benefit biodiversity and to help to address climate change.
64. The focus of Planning policy statement 9: biodiversity and geological conservation is on protecting a hierarchy of sites of importance. PPS 9 sets out that the LDF should indicate the location of designated sites of importance for biodiversity and geodiversity, making clear distinctions between the hierarchy of international, national, regional and locally designated sites. It also sets out that the LDF should identify any areas or sites for the restoration or creation of new priority habitats and support this restoration or creation through appropriate policies. The development management policies DPD provides a more detailed policy than the Joint Core Strategy to ensure the protection, management and enhancement of the city's environmental assets.
65. The general principle of the policy is that there is a presumption in favour of the protection, management and enhancement of all environmental assets and the more



significant the asset, the greater the presumption in favour of its protection.

66. A small section of the River Wensum special area of conservation (SAC), to the north of Hellesdon Mill, shown on the proposals map, lies within the plan area. This stretch of the river is also a site of special scientific interest (SSSI). As an internationally protected site, the river is statutorily protected under the Habitats Regulations, so no policy is necessary in this plan. The River Wensum provides a green link through the city; however the navigable, tidal stretch of the River Wensum itself south-east of New Mills is within the Broads Authority area.
67. There are an additional four SSSIs in Norwich, Eaton Chalk Pit, Catton Chalk Pit, St James' Hollow (Mousehold) and Sweet Briar Marsh. These are areas of particular interest due to their flora, fauna, geological or physical features. There is a strong presumption against development which adversely affects the special interest of these sites.
68. Eight sites have been designated as local nature reserves and further areas (29 in Norwich) have been designated as county wildlife sites. Norwich also has over 200 acres of woodland in public ownership and an abundance of well-wooded areas, including areas of ancient woodland. Any proposal that potentially affects the environmental integrity of these sites will need to be accompanied by an assessment of impact.
69. The Greater Norwich green infrastructure delivery plan (GIDP) identifies five green infrastructure priority areas, two of which extend into Norwich. These are 'Norwich to the Broads' and 'Water City' (the rivers Yare and Wensum). Green



Infrastructure refers to networks of protected sites, nature reserves, green spaces, waterways and green linkages. The approach to green infrastructure is set out within three policies within this plan. Policy DM 3 addresses the issue of the safeguarding and enhancement of green infrastructure within development proposals, DM6 considers green infrastructure priority areas and other environmental assets and DM 8 covers other areas of open space including allotments.

70. With regards to green infrastructure priority areas the nationally protected sites of special scientific interest, regional and local sites and open spaces (as defined on the proposals map) broadly protect them; however it has been identified that there are parts of the Yare valley which do not fall within any defined area. These areas are significant in terms of their natural environmental features as they help define the setting and character of Norwich. As such a Yare Valley character area has been defined to ensure that there is no damage to the environmental quality and character of this important environmental asset. For the purpose of this policy the term 'limited extension or alternation' refers to development that is not significantly greater than allowed for under permitted development rights and of which the scale, height, form and massing would not have a significant detrimental impact upon the character of the area.

Alternative options

An alternative option would be to have no policy on environmental assets and green infrastructure. This would mean relying on national policies and legislation and the Joint Core Strategy. It is considered that this would not provide sufficient detail to protect national,



regional and local environmental assets which are of great importance to Norwich. An absence of a policy would not implement the requirements of the Joint Core Strategy to have detailed policies to enable implementation of green infrastructure.

A second option is to provide stronger protection for Norwich's environmental assets and to not allow any form of development within national, regional and local sites and the Yare Valley character area. This approach would rule out all development, some of which may be appropriate and acceptable within these areas.

A third option is to have a single policy on green infrastructure as oppose to it being addressed by DM 3, DM6 and DM8. This approach would have the benefit of consolidating all relevant information; however it may result in an over lengthy policy.

References

- Planning policy statement 1: delivering sustainable development
- Planning policy statement 9: biodiversity and geological conservation
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Joint Core Strategy policy 7: Supporting communities
- Joint Core Strategy policy 9: Strategy for growth in the Norwich policy area
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes

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- Joint Core Strategy policy 18: The Broads
- Greater Norwich Development Partnership Green Infrastructure Study (2008)
- Greater Norwich Development Partnership Green Infrastructure Delivery Plan (2009)
- Appropriate Assessment of the Development Management Policies Plan



Trees and development

Policy DM7

Trees and development

Protected trees

Development requiring the loss of a protected tree will only be permitted where:

- a) the removal of a tree will enhance the survival or growth of other protected trees; or
- b) it would allow for a substantially improved overall approach to the design and landscaping of the development that would outweigh the loss of any tree.

Trees within developments

Wherever possible, trees and significant hedge and shrub masses should be retained as part of development. Where the loss of trees is permitted, developers will be required to provide replacement in terms of biomass, and where feasible on site.

Development affecting trees

Where a proposed development retains existing trees on site, or where development occurs within a root protection area, provision must be made for their care and protection throughout the duration of the development with mitigation measures being put in place to ensure that development works do not have a negative impact on existing trees.



Street trees

Major development proposals that have a frontage onto a new or existing highway of more than ten metres will only be permitted where they provide for the planting and maintenance of street trees of appropriate species at intervals suitable to the site, except where the site's location requires a clearly building-dominated design approach that would be prejudiced by the inclusion of street trees.

Supplementary text

71. Trees hedges and shrubs add great beauty and sense of place and character to Norwich's landscape and are a defining feature within the city. There are around 750,000 trees in the city, growing in a wide variety of locations. Trees enhance the structure and layout of the city, provide important landmarks, complement the built environment by providing screening, perspective, focal points, privacy and seclusion and they define and separate open spaces. They also provide habitats for a range of wildlife and provide a carbon sink for carbon emissions. This policy sets out the Council's aim to preserve the variety, number and quality of trees in Norwich and to ensure that development contributes to the maintenance or enhancement of the tree cover of the urban area. The policy relates to trees affected by development.
72. For the purposes of this policy, protected trees include those protected by a tree preservation orders, a tree within a conservation area, an ancient or veteran tree or any other tree of category B or A as per BS 5837:2005 (as amended). The definition of an ancient tree is one that shows characteristics of having passed beyond its mature phase; such



characteristics might typically include a large girth, signs of crown retrenchment and hollowing of the stem. Ancient trees are usually older than the majority of trees of the same species in the same geographic area, whilst a veteran tree is one with similar characteristics to an ancient tree, but not necessarily ancient in years.

73. There is the presumption against the loss of trees and where new development is proposed the preference will always be to incorporate trees and significant hedges and shrub masses into the development. Where the loss of any tree is unavoidable as part of a development, replacement provision is required and will be calculated in terms of replacement biomass rather than on a one to one basis. Conditions and/or planning obligations will be used to secure the provision, replacement and protection and maintenance of trees, shrubs and other natural features. This will be done either on site or through a section 106 or unilateral agreement.
74. Where a proposed development retains existing trees on site, a satisfactory arboricultural impact assessment should be submitted in accordance with BS5837:2005 (as amended) and the Norwich city council validation checklist. This statement should analyse the potential impact on the retained trees. Where proposed development will have an impact on a tree, particularly where development occurs within a root protection area (consideration should also be given to root protection areas from trees outside the site boundary) a site specific arboricultural method statement should be submitted to demonstrate mitigation measures are in place to ensure that development works do not have a negative impact on the existing tree.



75. A supplementary planning document 'trees and development' will provide further detail to ensure appropriate protection and design measures are considered with regards to existing trees retained on development sites. It will also give detail for the provision of new trees as part of developments.

Alternative options

An alternative option would be to not have a policy on trees and development and to rely on national planning policy and circulars. This may result in the unnecessary loss of trees and significant hedge and shrub masses, the damage of trees during development and a lack of the provision of new trees as part of development proposals.

References

- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Section 197 of the Town and Country Planning Act 1990 (as amended)
- Natural Environment And Rural Communities Act
- The British Standards Institute Standards BS 5837:2005 trees in relation to construction



Open space

Policy DM8

Open space

Protection of existing open space

Development leading to the loss of open space, as identified on the proposals map, which is primarily used for sport or recreational will only be permitted if:

- a) recreational facilities within the open space will be improved by the proposed development; and
- b) the proposal would not cause substantial harm to the amenity value or biodiversity of the open space;

Development leading to the loss of all other open space identified on the proposals map, will only be permitted if:

- c) an assessment demonstrates the site is surplus to requirements; and
- d) it is not viable or feasible to reuse it for an alternative form of open space.

The development of allotments for other uses will not be permitted unless new provision of an equivalent size and an equal or superior standard is provided in an accessible location within the neighbourhood area.

Provision of new open space

All residential development is expected to provide a contribution towards the provision, enhancement and maintenance of open space through the community infrastructure levy.



In addition, on all sites which provide 100 child bed spaces or more, proposals should include the provision of younger children's playspace (of at least 150 sq metres in size with a minimum of 4 different pieces of equipment) unless there is a well equipped children's play area within 400 metres walking distance from the site.

Proposals for residential or mixed use development on sites of over 4 ha will be expected to provide informal publically accessible open space as an integral part of the overall design and landscaping of the development. The space provided should be of an appropriate shape, size and character to allow for meaningful recreational use.

Supplementary text

76. The City of Norwich is well provided for in terms of open space with around 500 hectares of parks and open spaces. Norwich benefits from large natural areas such as Mousehold Heath and the river valleys, many fine parks such as Earlham Park, Eaton Park and Wensum Park, allotments and many areas of informal open space for residents to enjoy. The provision of open space is of vital importance in enhancing social well-being, health and amenity, as well as providing green infrastructure, sites of ecological and wildlife value and improving the appearance of the city.
77. For the purpose of this policy, the same definition of open space will be used as in Planning policy guidance 17: planning for open space, sport and recreation. This defines open space as:



- Parks and gardens
- Natural and semi natural green space
- Green corridors
- Outdoor sports facilities and recreation grounds
- Informal amenity open space
- Play provision for children and young people
- Allotments and community gardens
- Indoor sports facilities and community halls

78. In practice, most open spaces serve more than one function. For example, an open space such as Eaton Park is important for sport, play, biodiversity, amenity and recreation.
79. In line with the requirement of PPG 17, an open space needs assessment, including an audit of the quality, quantity and accessibility of all open spaces in the city, has been carried out. The study describes overall provision and distribution of open space and other community facilities within the city and area profiles are given which provide more detailed consideration of the adequacy of provision of open space based on the defined areas.
80. Areas of open space identified as part of the study are designated within the proposals map and there will be a presumption in favour of their protection. The loss of designated open space will only be permitted in exceptional circumstances where it can be demonstrated that redevelopment would bring wider benefits. With reference to allotments, neighbourhood areas refer to the four defined



Norwich City Council neighbourhoods. Development which would adversely affect the character of historic parks and gardens will not be permitted in accordance with PPS5.

81. Due to the importance that the designated areas of open space have within the city, it is important that they are not lost to other forms of development. It is also essential that the quality of existing open space is improved and accessibility to them is enhanced so residents and visitors can continue to enjoy them. As such, all residential development is expected to provide a contribution towards the provision, enhancement and maintenance of open space which will be made through the community infrastructure levy. Decisions are still being made on charging mechanisms and prioritisation as part of the work on the Local Investment Plan and Programme (LIPP). Once this work has been finalised details of the level of contributions towards open space will be set out within an appendix of this plan or within a supplementary planning document.
82. The Open space needs assessment does however identify that within all four sectors of the city there is a shortfall of play provision. To address this shortfall, all sites of 100 child bedspaces or more will be required to provide younger children's equipped playspace as part of the development. The only exception to this provision will be where a well equipped children's play area already exists within 400 metres walking distance from the site. For the purposes of this policy, child bedspaces are any bedrooms additional to the first bedroom in a dwelling (up to 3 additional rooms), unless designed specifically for elderly people. Thus the calculation is:



- 2 bedroom dwelling provides 1 child bedspace;
- 3 bedroom dwelling provides 2 child bedspace;
- 4+ bedroom dwelling provides 3 child bedspace.

83. Further detail on the provision of open space will be set out within an appendix of this plan or within a supplementary planning document.

Alternative options

An alternative option would be to not provide detailed guidance on the protection and provision of open space. This would not achieve the aims of national guidance in PPG17 to improve and enhance open space provision.

A second option is to provide stronger protection of existing areas of open space; however this may result in areas of open space which are surplus to requirement and where it is not viable to reuse the space for alternative forms of open space to become neglected and disused. It would also reduce opportunities to improve recreational facilities.

The provision of new open space and the enhancement of existing open space will mainly be provided through the community infrastructure levy and as such options are limited. The open space needs assessment which was carried out in 2007, set out that development is expected to provide 5.69 ha of open space per 1000 people. The study acknowledges that within city centre locations, it is unlikely that significant provision could be made on site because of lack of space available and as such financial contributions will be sought for off-site facilities through a S106 agreement. As this study



was carried out before the introduction of the community infrastructure levy this option has been discounted.

The only reasonable alternative approach for the provision of open space could be to require on site child play space and informal open space on smaller development than currently proposed within the policy, however, this may result in some developments becoming unviable and may result in pockets of open space which are not used due to their size and location.

References

- Planning policy statement 5: planning for the historic environment
- Planning policy guidance 17: planning for open space, sport and recreation
- Joint Core Strategy policy 1: Addressing climate change and protecting environment
- Joint Core Strategy policy 7: Supporting communities
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 20: Implementation
- Norwich Open Space Needs Assessment
- Norwich *open space needs assessment* area profiles
- Local investment plan and programme



The historic environment and heritage assets

Policy DM9

The historic environment and heritage assets

All development must have regard to the historic environment and take account of the contribution heritage assets make to the character of an area and its sense of place. Development should seek to maximise opportunities to promote recognition of the importance of the historic environment through heritage interpretation measures.

Locally identified heritage assets

Where locally identified heritage assets exist, their significance should be retained within development wherever possible.

Development resulting in the harm or loss of significance of such an asset will only be acceptable where:

- a) there are demonstrable and overriding benefits associated with the development; and
- b) it can be demonstrated that it is not viable to retain the asset within a development.

In the defined areas of archaeological interest, development that will disturb remains below ground will only be acceptable where it can be demonstrated through an assessment that:

- a) there is little likelihood of remains being found and monitoring of works will take places during construction; or



- b) remains which should be preserved in situ can be protected and preserved during construction and significant artefacts are displayed as part of the development; or
- c) remains that would not justify preservation in situ will be removed and displayed in an appropriate location and context.

Previously non identified heritage assets

In circumstances where no locally identified heritage assets exist, consideration should be given to whether there are heritage assets on site which should be afforded protection. Development resulting in the harm or loss of significance of previously non identified heritage assets will only be acceptable where:

- a) it will lead to improvements to a development that could not otherwise be achieved; or
- b) it will enhance or better reveal the significance of a designated heritage asset.

Historic environment record

Where a heritage asset is lost or its significance harmed the asset must be recorded and placed on the Historic Environment Record.

Supplementary text

84. Norwich has a history spanning more than a 1000 years and therefore has a wealth of heritage assets. Planning policy statement 5: Planning for the historic environment sets out the overarching aim that the historic environment and its historic assets should be conserved and enjoyed for the quality of life they bring to this and future generations. PSS 5 defines



heritage assets as *'a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions'* with significance being defined as *'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.'*

85. Heritage assets are either designated at the national level or identified at the local level for their contribution to the historic environment of Norwich.

Nationally designated heritage assets

86. Heritage assets that are considered to be of national significance are designated nationally and are covered by planning policies in PPS 5. This plan does not therefore have policies covering nationally designated heritage assets. These include scheduled ancient monuments, listed buildings, registered parks and gardens and conservation areas.
87. Scheduled ancient monuments are protected by statutory powers under the Ancient Monuments and Archaeological Areas Act 1979. There is the presumption in favour of their protection, preservation and enhancement and any development that would be detrimental to these objectives should be refused under PPS5. It is also important that development in proximity to these sites respects their importance and wherever possible allows for public access and interpretation.



88. There are around 1,500 nationally designated listed buildings in Norwich. A listed building is one that has been placed on statutory lists because of its special architectural or historical interest. The Council will continue to promote the repair, reuse and enhancement of the setting of listed buildings. Demolition will be resisted and substantial harm to or the loss of listed buildings will only be permitted in exceptional circumstances as set out in Policy HE9 of PPS5.
89. Norwich has a number of important public parks and private open spaces of historic significance. The English Heritage National Register of Historic Parks and Gardens contains a list of registered parks and gardens.
90. There are 17 conservation areas within Norwich. Conservation area appraisals analyse and describe the character and appearance of each of the areas. These appraisals will be used alongside planning policies, detailed guidance and site-specific development briefs or policies to provide additional information for development proposals.

Local identified heritage assets

91. There are a number of historic assets already identified at the local level. The Norfolk Historic Environment Record (HER) is a resource which should be referred to as this provides information on locally designated assets and historic information.
92. Assets already identified as contributing towards Norwich's distinctive character include the local list of buildings within conservations areas, historic parks and gardens and churchyards and cemeteries. There should be a presumption



in favour of the conservation of these assets and the more significant the asset, the greater the presumption in favour of its conservation should be. The loss or harm of significance will only be acceptable if it can be demonstrated that there are overriding benefits and it is not viable to retain the asset within the development.

93. The Area of Main Archaeological Interest is also locally identified and is defined on the proposals map. It covers the former walled city and suburbs such as Heigham Street and Bracondale. This policy provides the basis for judging a proposal received according to the significance of any remains likely to be found on site. Any development within this area which may disturb remains below ground, should be subject to an archaeological assessment and agreement on a programme of works. The assessment of archaeological significance must be prepared in consultation with Norfolk Landscape Archaeology (which is part of Norfolk County Council) or another approved archaeological contractor.

Non identified heritage assets

94. In accordance with PPS 5, heritage assets also include non designated assets which can be identified during the process of decision making. These may include assets of established community value and assets which contribute towards giving areas their sense of place and neighbourhood feel.
95. As part of the planning application process consideration should be given to whether a heritage asset should be afforded protection. Where a non identified heritage asset meets the criteria set out in annex 2 of PPS 5 and it is considered that it should be afforded protection, the harm or



loss of significance will be acceptable where it would lead to improvements to a development that cannot otherwise be achieved or it will enhance or better reveal the significance of a designated heritage asset.

Heritage interpretation

96. The Council attaches considerable importance to the need for people to be able to understand and interpret the heritage of Norwich. The city council will continue to negotiate for the provision of heritage interpretation within new development schemes where they will have community value. This will be secured either through direct provision on site or by means of an agreed financial contribution to providing or enhancing interpretive measures elsewhere in the vicinity. There is considerable potential to provide heritage interpretation in imaginative and creative ways with the scale and location of such provision depending upon the size of the scheme proposed and the significance of the asset affected.
97. Where the significance of a heritage asset is either harmed or lost, the applicant is responsible for ensuring that the asset is recorded and placed on the Historic Environment Record. Where the loss of significance concerns its community or cultural value, elements of that significance should be either preserved on site through appropriate interpretation, or financial contribution must be provided, to allow that significance to be reinstated elsewhere in the vicinity. Further detail on heritage interpretation will be set out in a Supplementary Planning Document.



Alternative options

An alternative option is to have detailed policies for each aspect that makes up the historic environment. This is not necessary for designated heritage assets as PPS 5 sets out planning policies for determining applications related to assets of national importance.

A second option is to have no policy on locally identified and non identified heritage assets and to rely on PPS 5, national guidance and the Joint Core Strategy. This would not reflect the local distinctiveness of Norwich's history and would not provide enough detail to supplement national and local strategic policies. This approach may result in the significance of many of Norwich's heritage assets being lost or harmed.

References

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 5: Planning for the Historic Environment
- Planning Policy Statement 5: Historic Environment Planning Practice Guide
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Joint Core Strategy policy 11: Norwich city centre
- Historic characterisation and sensitivity assessment (2009)
- Conservation area appraisals
- Ancient Monuments and Archaeological Areas Act 1979



Telecommunications

Policy DM10

Telecommunications

Development of telecommunication infrastructure will only be permitted where:

- a) it can be demonstrated that it is not possible to share a site, mast or facility with existing telecommunications infrastructure;
- b) there is no unacceptable impact on the character and appearance of the area, residential amenity and the safe and satisfactory functioning of highways;
- c) all reasonable steps are taken to minimise adverse visual impact; and
- d) the proposal is in conformity with the latest national guidelines on radiation protection. This will include consideration for both the individual and cumulative effects of the apparatus having regard to any other significant Electro-Magnetic Field generators in the locality.

Additionally, where telecommunications development is proposed on or close to

- a) designated or undesignated heritage assets; or
- b) nationally protected Sites of Special Scientific interest (SSSI), regional and local sites, the Yare Valley Character Area and areas of open space (as shown on the proposals map)

development will only be permitted, if the proposed facility is specifically designed and sited to be as unobtrusive as possible in relation to the protected area or other mitigating benefits can be demonstrated.



Prior approval

Where it is the intention to install equipment under permitted development rights that are subject to the prior approval procedure, consideration must be given to the siting and appearance of development, to ensure that the visual impact of such development is minimised in accordance with this policy.

The operator will be required to remove any telecommunications equipment when it is redundant.

Supplementary text

98. Telecommunications developments are considered to be an essential element for business and the general public. Planning Policy Guidance Note 8 advises that development plans should include criteria-based policies to guide telecommunications development. The policy should be flexible enough to allow for the efficient development of the network and the demands imposed by the technology.
99. For all new telecommunications development, the preference will be to accommodate new apparatus on existing masts and/or within existing telecommunication infrastructure to keep the environmental impact to a minimum.
100. This policy seeks to guide the siting, design and appearance of telecommunication development to ensure the protection of Norwich's environmental and heritage assets. Operators will be expected to develop innovative solutions in terms of design, structure, materials and colouring to achieve these requirements.



101. It is currently the government's view that the planning system is not the place to determine health safeguards. It remains central Government's responsibility to determine what measures are necessary to protect public health. The Local Planning Authority will seek assurances that all new development is in accordance with up to date national emission guidelines.
102. Although larger scale telecommunications development requires planning permission, there are many aspects which do not, as they are permitted by virtue of the General Permitted Development Order (GPDO). The City Council will require prior approval of the siting and appearance of development, which is otherwise permitted under the GPDO.
103. Further information on telecommunication development is available in PPG8: Telecommunications.

Alternative options

An alternative option is to have no policy on telecommunications and to rely on national policy and guidance and other policies within this plan. This would be contrary to PPG 8 which sets out that development plans should include criteria-based policies to guide telecommunications development and may result in telecommunications development having an unacceptable impact on the character and appearance of an area, residential amenity or highway safety.

A second alternative is to have a more restrictive policy. This approach may not allow enough flexibility for the efficient

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development of the network and the demands imposed by the technology.

References

- Planning Policy Guidance Note 8: Telecommunications



Environmental protection

Policy DM11

Environmental protection

Health and Safety Executive areas

Any development within the specified distances from the sites identified as 'notifiable installations' or the development of new notifiable installations must take account of any risks involved and the need for appropriate separation between hazardous installations and incompatible uses.

Subsidence

In locations with a history of incidents of subsidence, development will only be permitted if appropriate tests are carried out to establish the stability of the ground and the results are submitted with a planning application. Detail must be provided of necessary engineering works or design elements which would enable development to proceed.

Contamination

Permission for development or change of use within locations where it is known or suspected that land is contaminated or within 250m of a former landfill site will only be granted where it can be demonstrated by site investigations that no evidence of contamination which is likely to affect the grant of planning permission; and



where necessary provide a method of treatment to deal with any hazards found.

Supplementary text

Health and Safety Executive areas

104. Sites and installations which have quantities of hazardous substances present on site are designated as 'notifiable installations' by the Health and Safety Executive.
105. The following sites are currently identified as notifiable installations as they pose specific issues of safety and possible harm to human health in adjoining areas:
 - ..Calor Gas, Livestock Market site
 - ..Bayer Cropscience
 - ..Heigham Waterworks
 - ..Gas Holders – Bishop Bridge Road and Cremorne Lane
106. The specified distances are identified within the map given in appendix 2. The distances and 'notifiable installations' are subject to change over time. Where changes occur, the revised map will be made available on Norwich City Council's website.
107. It is considered prudent to control the kinds of development which are permitted in the vicinity of such installations and the Council will consult the Health and Safety Executive on



planning applications within the specified distances of these installations. In determining whether or not to grant permission for a development within the consultation distances, the risks to the proposed development and the nature of that development will be taken into account.

108. The siting of new notifiable installations will be managed with the aim of keeping the installations separate from housing and other sensitive land uses with which the installations would be incompatible. The Council will consult the Health and Safety Executive about the siting of proposals for new notifiable installations.

Subsidence

109. In Norwich numerous examples of subsidence have been recorded historically due to poor ground conditions. These conditions affect particular parts of the City, due both to the nature of the subsoil geological conditions and to historic shallow chalk and flint workings. Former landfill sites are also of concern and are an indirect hazard associated with ground movement.
110. Planning applications in affected areas will generally be referred to the City Council's structural engineers for advice on the most effective means of overcoming any potential problems. As set out in PPG14: Development on Unstable Land, the aim should not be to prevent the development of such land, though in some cases that may be the appropriate response. Rather it is to ensure that development is suitable and that the physical constraints on the land are taken into account at all stages of planning.



111. It is the responsibility of the developer to determine whether land is suitable for a particular purpose and therefore the developer should make a through investigation and assessment of the ground to ensure that it is stable or that any actual or potential instability can be overcome. This information must be submitted as part of the planning application.
112. The streets and areas affected by potential subsidence problem are listed in appendix 3. In many cases only small areas of these streets are proven to be undermined or affected and the listing of a street does not suggest that its whole length is affected. Further information can be obtained from the Council's Technical Services section.

Contamination

113. Planning Policy Statement 23: Planning and pollution control sets out that land contamination, or the possibility of it, is a material planning consideration. PPS 23 paragraphs 16 to 25 will be used in considering planning applications relating to known or suspected contaminated land in conjunction with annex 2 of PPS23. Consideration should also be given to this where development is proposed within 250 metres of a former landfill site, because of the potential movement of methane underground.
114. In accordance with PPS 23 the council supports the use of the planning system to bring areas of contaminated land back into use; however the authority must satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and subsequent management measure to deal



with unacceptable risks to the environment (pollution of controlled waters) or to site works and end users (health risks).

115. It is the responsibility of the landowner/developer to identify land affected by contamination and to ensure that remediation is undertaken to secure a safe development (PPS 23 para 20). As such the developer should be able to demonstrate that an appropriate site investigation has been undertaken which shows no evidence of contamination on the site likely to affect the grant of a planning permission. The report should be submitted with a planning application and the Council will consult the Environment Agency in assessing such reports.
116. If contamination is shown the developer must also demonstrate that a method of treatment necessary to deal with any hazards found has been agreed or conditions requiring such measures to be implemented can be attached. Such measures must ensure that water resources and other environmental resources are not adversely affected, further migration of gases and substances is prevented and that decontamination takes place on site so far as possible.

Noise

117. Planning Policy Guidance 24: Planning and Noise advises on how the planning system can help minimise the adverse impact of noise, in particular by ensuring the separation of noise-sensitive development and noise sources. Policy DM2 also considers the issue of noise and amenity.



Air pollution

118. Planning Policy Statement 23: Planning and pollution control sets out that any consideration of the quality of air and potential impacts arising from development is capable of being a material consideration. In considering proposals the Local Planning Authority should take account of the risks from pollution, and how these can be managed or reduced. The planning and pollution controls are separate but complementary with the planning system playing an important role in determining the location of development which may give rise to pollution. Development which may give rise to airborne emissions of harmful substances will be required to assess the possible impact (both direct and indirect) on health, the natural environment or general amenity. Appropriate mitigation measures should be identified. Particular consideration should be given to pollution issues for development proposals in and around Air Quality Management Areas. The areas currently identified in Norwich are the Castle area, Grapes Hill, St Augustines Street and Riverside Road.

Alternative options

An alternative option is to not have a policy on contamination and to rely on PPS 23. It is considered that the policy is required to supplement national policy as it sets criteria to ensure that the potential for contamination and any risks arising are properly assessed and that development incorporates measures to deal with risks.

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There are no reasonable alternatives with regards to Health and Safety Executive Areas and subsidence as national policies and the Joint Core Strategy do not provide sufficient guidance on these important issues.

References

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Guidance 14: Development on Unstable Land
- Planning Policy Statement 23: Planning and Pollution Control
- Planning Policy Guidance 24: Planning and Noise



Principles for residential development

Policy DM12

Principles for all residential development

Residential development whether by new build or conversion is acceptable in principle in Norwich except on land designated for other purposes, within the Late Night Activity Zone or at ground floor level within the primary retail area or a district or local centre.

Development should comply with the following criteria:

- a) Proposals for development will not compromise the delivery of wider regeneration schemes;
- b) There are no detrimental impacts upon the character and amenity of the surrounding area including open space and designated and undesignated environmental and heritage assets;
- c) The proposal contributes to achieving a diverse mix of uses within the local area, taking account of individual site proposals in the Site Allocations Plan and other relevant Development Plan Documents. A mix of uses including housing will be encouraged and accepted on individual development sites where this is achievable and practicable;
- d) The proposal provides for a mix of dwellings, in terms of size, type and tenure including a proportion of family housing and flats to meet the needs of the community. The mix will be based on the findings of the Housing Needs Assessment or subsequent assessments;
- e) The proposal achieves a density in keeping with the existing character and function of the area, taking account of the significance of heritage assets where relevant and the proximity to local services, and/or public transport routes. At least 40 dwellings (net density) per



hectare should be achieved unless there are exceptional circumstances which justify a lower density. Within the city centre, where appropriate, higher densities will be permitted taking account of identified housing needs and the need to protect local character and heritage significance; and

f) On sites of 10 or more dwellings, 10% of all dwellings are built to lifetime homes standards (or equivalent).

Supplementary text

119. Joint Core Strategy policy 4 concerns housing and covers the quantity and mix of housing, affordable housing, housing with care and Gypsies and Travellers. The distribution of new housing allocations is dealt with under the Site Allocation DPD. The purpose of this policy is to set out the main principles for all new residential development, both allocated and windfall proposals, as it is anticipated that further sites will come forward which have not been allocated for development. This policy applies to all forms of residential development, including market and affordable housing, dwellinghouses, flats, Houses in Multiple Occupation (HMO), residential institutions and co-housing.
120. As an urban area, Norwich is a sustainable location for housing growth. The principle of residential development will be broadly acceptable across the city, except where land or premises are designated for alternative uses or development would prejudice wider regeneration schemes. In addition, policy DM21 of this plan sets out that proposals for residential development will not be acceptable at ground floor level within local and district centre and policy DM23 of this plan sets out



that residential uses will not be permitted within the Late Night Activity Zone.

121. In order to deliver the challenging housing requirement set out in the Joint Core Strategy, it is not considered appropriate to phase the release of housing sites.
122. As part of a sustainable approach to using land, mixed use developments will be promoted where practicable. Residential uses can make a valuable contribution to mixed use schemes. The Council will also encourage the conversion of vacant buildings, or parts of buildings, to residential uses. Within the City Centre and District and Local Centres particular encouragement is given to conversion of space above shops and other commercial uses. Conversion of buildings to residential use will be permitted subject to the building not being within a defined employment area, the Late Night Activity Zone, high quality office space or at ground floor level in district and local centres.
123. Major schemes (10 or more dwellings) will be expected to include a mixture of types and sizes of dwellings. It is important that schemes include a proportion of family homes, as well as provision for single and two person households. Local Planning Authorities are urged to carry out local housing market assessments, which include examination of the nature of current and future households, the type of demand for housing which will result, and the particular accommodation needs of different groups. For Norwich, the Housing Needs Assessment carried out in 2006 provides the most up to date information. This study will be kept under review.



124. The findings of the most recent housing needs assessment demonstrate a need for affordable housing in the city. Joint Core Strategy policy 4 sets out that a proportion of affordable housing will be sought on all sites of five or more dwellings in accordance with the most up-to-date needs assessment. The Joint Core Strategy target for affordable housing is 40%.
125. It is important that proposals maximise efficient use of a site and of land as a whole in the city. Higher density development is promoted in the most accessible locations and close to services, in and around the city centre and other centres. In general housing development in the City Centre has achieved very high densities, whilst in some other parts of the city development has been permitted in the past at much lower densities. Generally, this policy seeks to achieve densities which are appropriate and consistent with the character of different neighbourhoods, whilst achieving high quality design and an appropriate mix of dwelling type and size. Poor design that would lead to development which would appear cramped or conflict with neighbourhood amenity and character will not be acceptable. At least 40 dwellings (net density) per hectare should be achieved unless there are exceptional circumstances which justify a lower density e.g. preservation and enhancement of environmental and heritage assets or ground condition considerations. Higher densities may be achieved within the city centre and other highly accessible locations by having car free and low car housing which is considered in policy DM32 of this plan.
126. It is important that provision is made for those who have particular needs. Building regulations requires the provision of all dwellings to be constructed so they are accessible for



disabled people visiting the house or flat; however this does not provide for those who become dependent upon a wheelchair during their lifetime. All public sector funded housing must be built to the Lifetime Homes standard by 2011. This policy requires that 10% of all homes on sites of 10 or more dwellings to be built to this standard to increase the availability of housing in the private sector which can be built or readily adapted to cater for people's needs and to allow people to retain in their homes rather than having to move to more specialist accommodation.

127. When assessing planning applications for residential development, many of the policies within the plan are applicable. The following are of particular relevance:

- Private and shared public amenity space – policy DM2
- Internal space standards – policy DM2
- Landscaping – policy DM3
- Layout and design – policy DM3
- Bin and cycle storage – policy DM31
- Parking – policy DM31

128. A range of requirements will need to be satisfied by housing developments within the city. It is proposed that these will be set out in the planning obligations policy of this plan. This is yet to be drafted as decisions are still being made on charging mechanisms and prioritisations as part of the work on the Local Investment Plan and Programme (LIPP).



Alternative options

The alternative option is to exclude detailed criteria on residential development. This would mean relying on national guidance in PPS 3, the Joint Core Strategy and other policies within this plan. It is not considered that these would provide sufficient detail to address the housing need in Norwich and would not provide sufficient quality guarantees.

References

- Planning Policy Statement 3: Housing
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Joint Core Strategy policy 4: Housing delivery
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Joint Core Strategy policy 20: Implementation
- Greater Norwich Sub-Region Evidence Base for a Housing Market Assessment: A study of Housing Need and Stock Condition (2006)
- Greater Norwich Housing Market Assessment (2007)
- Greater Norwich Housing Strategy 2008-2011
- Local Investment Plan and Programme



Flats, buildings of multiple occupation and residential institutions

Policy DM13

Flats, bedsits and houses in multiple occupation (HMOs)

Proposals for the conversion of existing buildings to flats, bedsits and houses in multiple occupation will be permitted where they satisfy the following criteria, in addition to those set out in policy DM12 of this plan:

- a) The property is suitable for occupation by multiple households with the proposal not resulting in development which is over intensive for the site and surrounding environment;
- b) Satisfactory servicing, parking and amenity space is provided for all residents with appropriately located bin storage, cycle storage and drying areas in accordance with policy DM31. Landscaping schemes should be of low maintenance; and
- c) The proposal will not result in an unsatisfactory living environment for prospective occupiers or immediate neighbours.

Residential institutions

Development of residential institutions will be acceptable where it satisfies the following criteria, in addition to those set out in policy DM12 of this plan:

- a) The site is not designated or allocated for an alternative use including for residential development;
- b) The location provides particularly good pedestrian access to local facilities and bus routes;



- c) The provision of shared amenity space is satisfactory for use by residents and visitors; and
- d) Applicants can demonstrate the provision of satisfactory servicing and warden/staff accommodation.

Supplementary text

129. The existing housing stock can often be adapted to meet changing needs by the conversion or adaptation of existing larger houses to smaller units or a house in multiple occupation. It is important that the adaptation takes account of effects on the surrounding area, including density, residential character and amenity. This policy allows for proposals to be determined on a case by case basis. The conversion of single dwellings to flats or HMOs can give rise to an increased requirement for off-street parking as well as provision of adequate amenity space, which is both private and useable, and provision of refuse storage facilities for future occupants. It is also important that there is satisfactory internal space and that the layout minimises possible noise disturbance. These issues should be considered in accordance with the standards set out in the relevant policies elsewhere in this plan and facilities should be provided in a visually acceptable manner.
130. With regards to HMOs, this policy applies only to the change of use from C3 (dwellinghouse) or C4 (3-6 person HMO) to larger HMOs with 7 or more residents (classified in planning law as “sui generis”). It does not apply to the change of use from C3 to C4.



131. For the purpose of this policy, residential institutions includes residential and nursing homes that meet the needs of the elderly and other forms of communal establishments with residential care or support on site (i.e. hostels and shelters).
132. It is important to allow for the maximum level of independent living for residents and ensure good accessibility for visitors. Residential institution provision does not count towards the total housing requirement for the city and for that reason it will not be acceptable to allow them on sites identified within the site allocations DPD for residential development.
133. The purpose of the criteria is to ensure residential institution development provides for its essential needs. Policy DM12 should also be considered in relation to such proposals to assess how the development will integrate into its surroundings.

Alternative options

An alternative option is to not have a separate policy on the conversion of buildings to flats, buildings of multiple occupation and residential institutions and to rely on policy DM12, other policies within this plan and national guidance. It is considered necessary to have a separate policy as it is important that any adaptation takes into consideration effects on the surrounding area and to ensure high standards of amenity for prospective occupiers and immediate neighbours.

An alternative approach is to assess the effect on the character of the area by setting a percentage of which properties within a street should remain as single residential dwelling units to ensure that

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HMOs and residential institutions to do over-dominate. It is considered that this approach would not allow sufficient flexibility across the city and it makes assumptions about the impacts of all HMOs and residential institutions. As such with regards to the effect on surrounding areas it is considered more appropriate to determine applications on a case by case basis.

References

- Joint Core Strategy policy 4: Housing delivery
- Joint Core Strategy policy 7: Supporting communities



Gypsy and Travellers and Travelling Showpeople

Policy DM14

Gypsy and Travellers and Travelling Showpeople

Development of accommodation to meet the needs of gypsies and travellers' will be acceptable where:

- a) safe access to the site can be obtained through an appropriate layout with good visibility, without the loss of natural screening;
- b) the site has good access to public transport, services and community facilities including shops, healthcare facilities and schools;
- c) the development will not have a significant detrimental impact on the character of the area; and
- d) the proposed site is sufficient in size to meet the on-site needs of occupiers, having regard to current national standards for site design and management.

The site at Swanton Road will continue to be reserved for gypsies and travellers, and the site at Hooper Lane (off Sprowston Road) for travelling showpeople.

Supplementary text

134. Joint Core Strategy policy 4 sets out the requirement for the need for an additional 15 permanent residential pitches in Norwich between 2006 and 2011, with provision beyond that date being based on local evidence of need.



135. Currently the Council provides a site at Swanton Road for Gypsies and Travellers, while a site at Hooper Lane is owned by the Showman's Guild. These two sites have met the needs of the two groups of travelling people in the past; however as identified in the Joint Core Strategy there is a requirement to identify new sites for the future. No sites were put forward as part of the Site Allocations Development Plan Document. The purpose of this policy is to set out positive criteria for assessing any future planning application. In accordance with policy DM6 and DM8 of this plan, development of accommodation for gypsies and travellers will not be acceptable within nationally protected Sites of Special Scientific Interest, regional and local sites, the Yare Valley Character Area and areas of open space as defined on the proposals map. In accordance with policy DM16 of this plan, sites will not be acceptable on defined employment areas.
136. All planning applications for Gypsy and Traveller sites should demonstrate how the proposal will meet current national standards for site design and management, and should contain full details of screening, landscaping, security, mitigation of any other significant impacts, and arrangements for management of the site.

Alternative options

An alternative option is to not have a policy and to rely on national guidance and the Joint Core Strategy. It is not considered that there are sufficient detailed criteria within national guidance or the Joint Core Strategy to assess future planning applications.

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Alternative options are to have more stringent or less stringent criteria. It is considered that the preferred policy achieves the right balance as it is flexible enough to meet the need identified within the Joint Core Strategy whilst ensuring that future sites are accessible, have safe access, are of sufficient size and do not have a detrimental impact upon the character of the area.

References

- Planning Policy Statement 3: Housing
- Joint Core Strategy policy 4: Housing delivery
- Circular 01/06: Planning for Gypsy and Traveller Caravan Sites



Loss of residential accommodation

Policy DM15

Loss of residential accommodation

Development resulting in the loss of residential units or land allocated for housing will only be permitted where it can be justified on the basis of:

- a) an overriding community gain;
- b) clear conservation or regeneration benefits; or
- c) a net improvement in the standard of housing.

Supplementary text

137. In order to retain sufficient housing to meet needs, there is a general presumption against the loss of residential dwellings. This policy applies where a proposal involves the complete loss of a housing unit (or units), or where a redevelopment or conversion would result in a net reduction in the total number of residential units on a site.
138. The policy allows for circumstances where redevelopment for other uses would be necessary or beneficial to provide or enhance community facilities which normally fall within the D1 use class such as health centres, dental surgeries and police stations. The policy will also permit the loss of residential accommodation where there are wider regeneration benefits to the area and it allows the net reduction in residential units where this will improve the standard of housing.



Alternative options

An alternative approach is to not have a policy on the loss of residential accommodation. It is not considered that national guidance and the Joint Core Strategy contain sufficient detail on this issue.

Alternative options are to have more stringent or less stringent criteria. It is considered that the preferred policy achieves the right balance as it is flexible enough to allow the loss of residential units where there are wider community and regeneration benefits and where it will improve the standard of housing whilst it prevents the loss in most circumstances. The significant loss of housing units would contravene the Joint Core Strategy which seeks to provide an additional 3,000 dwellings on top of existing commitments up to 2026.

References

- Joint Core Strategy policy 4: Housing delivery
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area



Economic development

Policy DM16

Defined employment areas

The employment areas defined on the proposals map will be protected for employment use.

Proposal for new employment development will be acceptable in principle within the defined employment areas subject to the adequate protection of neighbouring amenity.

Other economic development (with the exception of town centre uses) will be permitted in defined employment areas where:

- a) the use does not prejudice the function of the employment area or is a use which does not conflict with established or future employment uses; and
- b) a town centre or local/district centre location is not practicable.

Town centre uses will only be permitted within defined employment areas where:

- a) the use complements the function of the employment area and the location satisfies the sequential and impact assessments as set out in PPS 4 policies EC15 and EC16; or
- b) the use is an ancillary part of a business use in the area.

Supplementary text

139. Norwich contains a considerable and diverse employment base including a number of designated employment areas



which are of particular importance for industrial uses and are mainly located around the outer ring road. In order to support jobs and economic growth as set out in Policy 5 of the Joint Core Strategy, this policy protects existing employment areas from redevelopment for other uses.

140. For the purpose of this policy the following definitions apply:

- Employment development refers to B1 (except B1 (a) offices), B2 and B8
- Town centre uses, as defined in PPS 4, paragraph 7 refers to:
 - Retail development (including warehouse clubs and factory outlet centres);
 - Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas;
 - restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls);
 - Offices;
 - Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

141. The Greater Norwich Employment Growth and Sites and Premises Study, 2008 identifies that there is a need to ensure appropriate provision of employment land and premises and sets out that there is no case for the wholesale de-designation of any of the existing employment sites for other (non B group) uses. All major employment sites are in active use and largely occupied with low vacancy levels mostly associated with natural churn rather than lack of demand, though more



intensive use could be made of some sites. As a consequence, the policy provides strong policy protection for employment sites and, subject to resources, each industrial estate will have a plan for their management and future development to maximise efficient use of land.

142. The study identifies that there should be no differentiation between prime and general employment areas as all such sites will and should continue to play a significant role in future employment. There is no reason to believe that some of the sites do not have a competitive future and should thus continue to be protected mainly for B class uses.
143. Planning Policy Statement 4: Planning for sustainable economic sets out that local planning authorities should ensure that development plans positively and proactively encourages sustainable economic growth. PPS 4 defines economic development as development within the B Use Classes, public and community uses and main town centre uses. The policies in PPS 4, which are a material consideration in planning decisions, should also apply to development which achieves at least one of the following objectives:
- 1) provides employment opportunities;
 - 2) generates wealth or;
 - 3) produces or generates an economic output or product.
144. In light of PPS 4, it is not considered appropriate to restrict the use of employment areas solely to B class uses. As such, the purpose of this policy is to allow for other economic



development (other than main town centre uses) where this does not prejudice the function of the employment area. Only in exceptional circumstances will the policy allow for town centre uses. This will be where the proposal accords with the sequential and impact assessments (as set out in PPS 4) and is complementary to the employment designation or where the use is ancillary to an existing business. For the purpose of this policy ancillary uses may be defined as a subsidiary use connected to the main use of an existing building or piece of land.

145. Examples of uses that may be considered appropriate within designated employment areas include bus depots, car showrooms, waste uses and training facilities connected with existing businesses. Trade retail units will be determined on a case by case basis with consideration being given to the character of the operation.
146. Proposals for economic development outside the identified employment areas (including the extension and intensification of existing businesses) will be permitted where they accord with Planning Policy Statement 4: Planning for sustainable economic growth and satisfy the amenity requirements set out in policy DM2 and transport requirements as set out in policies DM28 and DM31. Development should not be piecemeal in character or prejudice the possible future development of a larger site.

Alternative options

One alternative approach is to not designate employment areas. This would lead to uncertainty and the loss of employment land which



could result in significant harm to the local economy and would be contrary to the evidence base, PPS 4 and the Joint Core Strategy.

A second alternative is to differentiate between prime and general employment areas. This approach would not be in accordance with the evidence base.

A third alternative is to only allow employment uses on designated employment areas and to not allow other forms of economic development. This approach would be contrary to PPS 4 which sets out that Local Planning Authorities should plan positively for economic growth and proactively encourage sustainable economic growth.

A final alternative is to allow greater levels of flexibility with regards to town centre uses. This approach is likely to have detrimental impacts on local and district centres and the city centre, would reduce land availability for employment uses and would increase car use.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 5: The economy
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Employment Growth and Sites and Premises Study (2008)
- Employment Allocations and Retail Parks Topic Paper (September 2010)



Protection of small and medium scale business

Policy DM17

Protection of small and medium scale business sites and premises

Sites and premises used for small and medium scale businesses will be safeguarded for economic development uses.

Other uses will only be permitted where the possibility of reusing or redeveloping the site for similar or alternative business use has been fully explored and it can be demonstrated that there is no demand for small and medium business units in the area; and

- a) the site is no longer suitable for business use;
- b) retaining the business in situ would be significantly detrimental to the amenities of adjoining occupiers, would prevent or delay the beneficial development of land allocated for other purposes or would compromise the regeneration of a wider area; or
- c) there would be overriding community benefits.

Supplementary text

147. Policy 5 of the Joint Core Strategy sets out that the needs of small, medium and start up businesses should be addressed through the retention of a range of small and medium employment sites. This policy seeks to ensure a suitable supply of small and medium business units by protecting both land and premises. For the purpose of this policy, small and medium scale businesses refers to uses which provide a net floorspace of up to 1,500 square metres.



148. The Greater Norwich Employment Growth and Sites and Premises Study, 2008 identifies the need for more smaller units as a result of smaller sites having been lost to housing, especially within the city centre. Further evidence suggests that in the past where it has been necessary to relocate small businesses, they often find it difficult to find suitable premises in the urban area which results in some of the demand being met in less sustainable rural areas.
149. In order to maintain a range of sites, this policy applies to all areas of Norwich. It applies both to the existing use and where the property or site is vacant, the most recent use. Demand will be assessed across the City by looking at the rate at which such units are occupied and evidence from letting agents on existing schemes, as well as assessing whether there are other schemes which can provide suitable sized units of a reasonable quality.
150. For the purpose of this policy overriding community benefits refers to community facilities which normally fall within the D1 use class such as health centres, dental surgeries and police stations.

Alternative options

An alternative is to not have a policy on protecting small and medium scale sites and premises and to rely on national policies and the Joint Core Strategy. It is not considered that these provide sufficient detail and as such may result in the significant loss of small and medium scale business sites and premises which could result in significant harm to the local economy.



An option is to designate sites on the proposals map. This would offer more certainty, but at the cost of considerable inflexibility. This approach would imply selection of the most important areas, which would require prescription and choice that may prove to be difficult to justify, and is inflexible in changing circumstances.

Alternative options are to have more stringent or less stringent criteria. It is considered that the preferred policy achieves the right balance as it is flexible enough to allow the loss of small and medium scale sites and premises in certain circumstances whilst it protects small and medium sites where there is demand for sites and premises.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 5: The economy
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Employment Growth and Sites and Premises Study (2008)



Town centre uses

Policy DM18

Town centre uses

Town centre uses as defined in PPS 4 will normally be permitted within the city centre, primary and secondary retail areas, large district centres and district and local centres where

- a) the scale is appropriate to the centres hierarchy as set out in JCS Policy 19; and
- b) the proposal accords with policy DM20 and DM 21 of this plan.

There will be no further retail development at the Riverside Large District Centre unless it provides transport improvements to significantly enhance links to the public transport network and to the primary and secondary retail areas.

Proposals for town centre uses not within defined areas must satisfy the sequential assessment and where required the impact assessment as set out in PPS 4 policies EC15 and EC16.

Supplementary text

151. Norwich has been referred to by government as an example of “best practice” for planning for town centres and has the highest proportion of its retailing in its centre of any major city in the country. This is the result of the long term policy approach of promoting a vibrant city centre and restricting out-of-town development.



152. As well as the thriving city centre, Norwich has two large district centres on the edge of the city centre at Anglia Square, the subject of significant regeneration plans, and Riverside. These centres serve the north and the east of the city respectively. There are also a number of smaller district and local centres in suburban areas, providing everyday services. These are identified on the proposals map and a list of district and local retail centres is provided in appendix 5 of this plan. Many of these have been strengthened in recent years through the addition of small scale supermarkets, thus reducing the need to travel to out-of-town retailing centres. A new district centre is planned for Hall Road, serving the south of Norwich.
153. Planning Policy Statement 4 sets out that local planning authorities should have a strategy for the management and growth of centres over the plan period. This policy seeks to positively support town centre uses within the defined centres to enhance their diversity and to help achieve sustainable economic growth.
154. PPS 4, paragraph 7 defines town centre uses as:
- retail development (including warehouse clubs and factory outlet centres);
 - leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls);
 - offices;



- arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
155. This policy applies to any applications which create additional floorspace, including applications for internal alternations where planning permission is required, applications to vary or remove conditions changing the range of goods sold and applications for change of use.
156. PSS 4 requires local planning authorities to set out a hierarchy of centres. The hierarchy for the Greater Norwich areas is provided in policy 19 of the Joint Core Strategy. For Norwich the hierarchy of centres is as follows:
1. Norwich City Centre;
 2. Large District Centres of Anglia Square/Magdalen Street and Riverside;
 3. District Centres;
 4. Local Centres.
157. All development within these defined centres should be of a scale appropriate to the form and function of the centre. This policy also requires that development is only permitted where it accords with policies DM20 and DM21 of this plan. This is to ensure that the emphasis is on protecting a core of retail activity within defined retail frontages within the primary and secondary retail areas and the Large District Centres and that the Local and District Centres continue to provide for the day to day needs of the local community.



158. Riverside is designated in policy 11 and 19 of the JCS as a large district centre and as an area for change. Riverside is a mixed use development, including leisure facilities, housing and retailing. The Norwich City Centre key diagram within the Joint Core Strategy sets out that the main focus for change should be on commercial development as opposed to future retail development, to strengthen the mix of uses.
159. Despite Riverside Retail Park falling within the city centre boundary, it consists of retail warehouse style units and functions as a separate retail destination to the city centre, with very few linked trips. Riverside is currently a car-based destination with a large surface car park. Further retail development will not be permitted at Riverside unless it significantly strengthens the linkages between the city centre and the retail park through stronger public transport connections and enhanced pedestrian and cycle links.
160. Proposals for town centre uses outside the defined areas will only be permitted where they satisfy the sequential assessment and where applicable the impact assessment. These assessments are set out in PPS 4 policies EC15, 16 and 17. The sequential approach ensures that all in-centre options are considered before less central sites. Where no in centre sites are able to accommodate a proposed development, preference will be given to edge of centre locations which are well connected to the centre by means of easy pedestrian access.



Alternative options

An alternative option is to not have a policy on town centre uses and to rely on PPS 4 and the Joint Core Strategy. The preferred option clearly sets out the approach and criteria that will be used for determining applications for town centre uses within all parts of the city.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 19: The hierarchy of centres



Offices

Policy DM19

Protection of offices

The retention of high quality office space is a priority. Offices will be protected from redevelopment or change of use unless it can be demonstrated that their retention is not economically viable.

The upgrading of existing poor quality office space will be supported. Proposals which increase total office floorspace or improve the efficiency or appearance of office accommodation will be treated favourably, provided that any disbenefits which arise from the proposal (such as impact on landscape or streetscape) do not outweigh the benefits of the improvements.

New office development

In office areas, as defined on the proposals map, on all sites over 0.25ha threshold, development must provide a substantial proportion of office floorspace. Proposals not including a significant proportion of office space will only be permitted where it can be demonstrated that offices are not feasible or viable on a specific site.

Supplementary text

161. The future of office employment in the city centre rests on the further provision of modern space in attractive locations, together with the retention of existing provision. City centre office provision will need to compete with out of town



provision, providing for the needs of users preferring a location with access to all city centre facilities. The Employment Growth and Premises Study, 2008 sets out that the city centre will need to accommodate at least 100,000 sq m of new offices up to 2026. This is necessary both to provide for economic growth in the area and to retain the strength of the city centre, the most sustainable location for office development in the sub-region. The purpose of this policy is to retain existing high quality office space, promote the upgrading of poorer quality office space and provide new office accommodation in defined areas of the city centre.

162. The Joint Core Strategy sets out that the city centre should be the main focus for retail, leisure and office development, with housing and educational development reinforcing the vibrancy of the city centre. Within the city centre competition for land and premises for uses is an issue and as such this policy will resist development which results in the loss of high quality office space. For the purpose of this policy the protection of office space applies to office with a net floorspace greater than 200 square metres. High quality office space can be defined as Grade A and B office space. Grade A offices are defined as new or recently refurbished, high quality facilities in prime, accessible locations. Grade B offices are of a good standard with adequate facilities and accessibility.
163. The city also contains a wider variety of existing older office buildings many of which do not to meet modern user requirements, defined as Grade C standard. Where economically viable, the preference of the council is for these premises to be upgraded, rather than redeveloped or converted for alternative uses.



164. The city centre is a sustainable location for future office development and as such all proposals on a site greater than 0.25 ha within the identified Office Areas will be expected to include a substantial proportion of office floorspace. The defined area includes the locations identified within the Joint Core Strategy as areas of comprehensive redevelopment and key areas of change with a focus on commercial development.
165. PPS 4 provides further guidance and policies on office development including the sequential assessment which ensures that all in-centre options have been assessed before less central sites are considered. The city centre is mixed use in character and as suggested by the Greater Norwich Employment Growth and Premises Study, 2008 there are a large number of areas where office development is appropriate. This includes firstly the area in the south and east of the city centre with particularly good access to public transport facilities, between St Stephens and Riverside, including Rose Lane/Mountergate. Secondly, there is a developing employment hub in the north of the city centre at Whitefriars, linking to Anglia Square.

Alternative options

An alternative option is to not have a policy on the protection of office space and to rely on national policy and the Joint Core Strategy. This option is not preferred because it could lead to the loss of high quality office space which could result in significant harm to the local economy. It might result in considerable pressure for the redevelopment of office space for other uses.



Alternative options are to have more stringent or less stringent criteria for the protection of offices. It is considered that the preferred policy achieves the right balance as it is flexible enough to allow the loss of offices where it is not economically viable to retain them whilst there is a presumption that their loss will not be treated favourably.

A further option is to only protect offices within the city centre. It is however considered that there are offices outside the city centre which should be protected as they are sustainably located.

With regards to the provision of new office space one alternative is to not have a policy and to rely on national policy and the Joint Core Strategy. It is not considered that this approach would be proactive enough in seeking the provision of new office space given that the evidence base shows a need for significant office development.

Other alternatives are to have a larger or smaller defined office area and to increase or decrease the site threshold. It is considered that the preferred policy achieves the right balance.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre
- Employment Growth and Sites and Premises Study (2008)



Change of use within retail centres

Policy DM20

Primary and secondary retail areas and Large District Centres

Within the defined primary and secondary retail areas and Large District centres, non-retail uses in classes A2, A3, A4, A5 and other town centre uses will be acceptable in principle where:

- a) they would not have a harmful impact on the vitality and viability of the area and on the individual street; and
- b) where the proportion of Class A1 retail uses within the retail frontage at ground floor level does not fall below the identified thresholds (taking account of other committed proposals) as a result.

	The proportion of retail uses should not fall below the following thresholds at ground floor level within the defined retail frontage zones
Primary Retail Area	85%
Secondary Retail Area	
Upper St Giles	70%
Pottergate/St John Maddermarket	70%
St Benedicts	60%
Elm Hill	60%
London Street (east)	40%
Large District Centres	
Anglia Square, Magdalen Street and St Augustine's Street	70%

Within retail frontages, where the proportion of non retail uses will exceed the thresholds set above, permission may be granted on a case by case basis where the proposal will have a beneficial effect



on the vitality, viability and character of the area. Where an area and/or premises suffers from long term vacancies or it results in a listed building being put back into use, non retail uses may also be acceptable where it can be demonstrated that the use will have a beneficial effect on the vitality and character of the area.

Within the city centre, the beneficial use of upper floors, basements or of premises outside defined retail frontage for non A1 uses will be acceptable in principle where the use is compatible with surrounding uses and accords with other policy requirements. Proposals relating to the ground floors must maintain separate access to lower and upper floors and not prejudice their effective use.

Proposal for A3, A4, A5 and leisure uses should not give rise to unacceptable environmental effects, which could not be overcome by the imposition of conditions. Where necessary, permission will be granted subject to conditions restricting the hours of opening and/or restricting the change of use to alternative uses to protect the amenity of surrounding occupants and the area generally.

Supplementary text

166. Norwich is a regional centre with the city centre being a sustainable location for retail, leisure, office, culture and tourism related development. The purpose of this policy is to balance the priorities between different town centre uses. Retail uses are fundamental in underpinning the city centre's viability and vitality; however appropriate levels of other town centre uses such as culture, leisure, restaurants, cafes and offices help support the vitality and health of the city centre, for people of all ages throughout the day and evening.



167. This policy continues the successful strategic approach taken under the Local Plan to both protect and strengthen retailing and manage change within the city centre. The strategy has both supported the city centre as a major regional centre and, through improvements to the public realm, ensured that the historic character of the city centre is enhanced and specialist retailing promoted. In recent years this enabled the development of leisure and cultural facilities at Riverside and the Forum, retailing at Chapelfield and specialist retailing in the Norwich Lanes.
168. Further regeneration of the city centre, as set out in policy 11 of the Joint Core Strategy, will be managed through this policy.
169. The primary and secondary retail areas and Large District Centres are defined on the proposals map. The proposals map also identifies the defined retail frontages. In accordance with PPS 4 the primary frontage includes a high proportion of retail uses with the secondary frontages providing greater opportunities for a diversity of uses to encourage a greater mix of town centre uses. The percentage is measured in terms of 'frontage length' – i.e. the length of the defined frontages within a zone which is in non-retail use. This method of measurement takes account of the fact that the display area in the shop windows has an important impact on vitality of the street, rather than any measure of floorspace.
170. A threshold of 85% retail frontage within the primary retail frontage zone is considered appropriate as this ensures that the majority of premises in the main retail area remain in retail use; whilst allowing a small proportion of non-retail uses to



enhance the area. The proportion of non-retail frontage has exceeded the threshold in some of the primary frontage areas; however it is not proposed to relax the criterion as this may result in the further loss of retail frontage which could be detrimental to the function of the primary retail area.

171. In secondary retail frontage areas and Large District Centres, the thresholds are specific to each frontage. This is a result of some of the areas having a specialist function such as St Benedicts and Elm Hill. A threshold is still considered necessary as it is important that secondary areas do not become over dominated by non retail units which may discourage pedestrian footfall towards the retail uses.
172. It is acknowledged that some flexibility is required in both the primary and secondary retail frontage areas to take into consideration vitality, viability, the character of the area and changing economic circumstances. Where it can be demonstrated that a proposed town centre use will have a positive effect on the vitality, viability and character of the area, over that of retaining its retail use, permission may be granted, despite the non-retail threshold being exceeded. Preference will be given to the change of use to financial and professional services (A2) and restaurants and cafes (A3) over drinking establishments (A4), hot food takeaways (A5) and other town centre uses.
173. In response to changing economic circumstances, where an area or premises suffers from long term vacancies, permission may be granted for non retail uses where this would have a beneficial effect on the vitality of the area. The premises should have been vacant for at least one year and have been



actively marketed throughout a 12 month period at a reasonably price with no interest. The property should be in good state of repair. In addition temporary planning permission may be granted for community uses within vacant premises where this would improve the vitality of the area. Temporary planning permission for community uses should be granted for no longer than 12 months, after which time the use would revert back to its original use. During the period of the temporary permission the premises should still be actively marketed as a retail unit.

174. In order to ensure that the Norwich City Centre remains vibrant and diverse, the beneficial use of upper floors, basements or premises outside defined retail frontages will be supported. Appropriate uses include residential, offices, restaurants and cafes, drinking establishments, non-residential institutions and leisure uses. Proposals relating to the ground floors must maintain or where necessary reinstate separate accesses to upper and lower floors to ensure that the use of upper and lower floors are not prejudiced. Applications for ground floors that do not include the effective use of upper floors will not be considered favourably.
175. It is important that uses at all levels are compatible and do not give rise to unacceptable environmental impacts. Consideration should be given to the amenity of existing and future occupiers in accordance with policy DM2 of this plan. Conditions will be used as appropriate to restrict hours of opening and the change of use to other non compatible uses.



Alternative options

It is considered that not having a policy on the primary and secondary retail areas and Large District Centres is not an option as national policy and the Joint Core Strategy do not contain sufficient detail to determine planning applications within these areas.

One alternative is to adopt different boundaries for the primary and secondary retail areas, the Large District Centres and the frontages within these areas. The ones selected are based broadly on the Local Plan. These have proved successful at retaining and strengthening retail areas, particularly the Primary area, and have informed the Joint Core Strategy.

Another option is to set different thresholds for non retail uses within the retail frontages. Lowering the threshold is likely to undermine the city centre's role as a regional shopping centre, through the deterioration of the range of shopping. Raising the threshold could be damaging to the vitality and viability of the city centre, reducing opportunities to enable evening activities to spread around the city centre. The preferred thresholds achieve a good balance and many, for example 85% within the primary retail area, have previously been supported in a number of appeal decisions and therefore they are considered to be the most appropriate.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre

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- Joint Core Strategy policy 19: The hierarchy of centres
- Norwich Sub Region: Retail and Town Centres Study (2007)
- City Centre Topic Paper (October 2010)



Change of use within retail centres - continued

<p>Policy DM21</p> <p>District and local retail centres</p> <p>Within district and local retail centres, as defined on the proposals map, non-retail uses in classes A2, A3, A4, A5 and other town centre uses will be acceptable in principle where:</p> <p>a) the number of A1 retail units at ground floor level does not fall below the identified thresholds (taking account of other committed proposals) as a result;</p> <p>b) the proposal would not have a harmful impact on the vitality and viability of the centre; and</p> <p>c) the proposed use provides a service appropriate to the centre's position in the hierarchy.</p>	
	<p>The percentage of A1 units should not fall below the following thresholds at ground floor level within the defined retail centres</p>
<p>District retail centres</p>	
<p>DC01 Bowthorpe Main Centre</p> <p>DC02 Drayton Road</p> <p>DC04 Plumstead Road</p> <p>DC05 Aylsham Road/Mile Cross Road</p> <p>DC06 Earlham House</p>	<p>60%</p>
<p>DC07 The Larkman</p>	<p>50%</p>
<p>DC03 Eaton Centre</p>	<p>40%</p>

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Local retail centres	
LC01 Hall Road/Trafalgar Road, LC02 Hall Road/Queens Road, LC04 Grove Road, LC05 Suffolk Square, LC08 Dereham Road/Distillery Square LC09 Aylsham Road/Junction Road LC11 Aylsham Road/Boundary Road LC12 Woodcock Road LC13 Catton Grove/Ring Road LC14 Magdalen Road LC16 Sprowston Road/Shipfield LC18 Earlham West Centre LC19 Colman Road/Avenues LC21 Woodgrove Parade LC22 St John's Close/Hall Road LC23 Tuckswood Centre LC24 Witard Road LC25 Clancy Road LC27 Long John Hill LC28 Magdalen Road LC30 St Stephens Road	60%
LC06 Unthank Road LC17 Bishop Bridge Road LC20 Colman Road/The Parade LC26 UEA	50%
LC03 Hall Road/Southwell Road LC07 St Augustines Gate LC10 Aylsham Road/Glenmore Gardens LC15 Sprowston Road/Silver Road	40%



Local retail centres - continued	
LC29 Aylsham Road	20%
<p>Policy DM21</p> <p>Should the number of units fall below the identified threshold, permission will only be granted if the proposed use is underrepresented in the centre or is a community use and there are no other non retail units available in or adjacent to the centre in which such a use could be accommodated.</p> <p>Proposals for non town centre uses (with the exception of community uses) are not acceptable at ground floor level within district and local retail centres.</p> <p>The beneficial use of upper floors will be acceptable where the use is compatible with surrounding uses. Proposals relating to the ground floors must maintain or reinstate a separate access to upper floors and not prejudice their effective use.</p> <p>Proposal for A3, A4, A5 and leisure uses should not give rise to unacceptable environmental effects, which could not be overcome by the imposition of conditions. Where necessary, permission will be granted subject to conditions restricting the hours of opening and/or restricting the change of use to alternative uses to protect the amenity of surrounding occupants and the area generally.</p>	

Supplementary text

176. Norwich's neighbourhoods are generally well served by local and district retail centres. These retail centres provide local and convenient facilities for people which are easily accessible by walking and cycling. Policy 12 of the Joint Core Strategy



sets out that local and district centres should be protected and enhanced. This policy seeks to ensure that a suitable range of uses is maintained within these centres to provide for people's everyday needs. For the purpose of this policy the same definitions of district and local centre will be used as that set out in the Joint Core Strategy. A district retail centre is a group of shops containing at least one supermarket or superstore and other services, providing for a catchment extending beyond the immediate locality. A local retail centre is a group of shops or services forming a centre of purely local significance.

177. The Council's approach to local and district centres is to seek a balance between protecting retail uses at ground floor level, whilst also allowing other town centre uses which complement and are appropriate to the role and size of the centre. A graduated threshold approach is used to take into consideration the different functions of Norwich's local and district centres. The policy allows some flexibility so where the proportion of non retail units has exceeded the threshold, permission will be granted for town centre uses where it can be demonstrated that the use is underrepresented in the centre or it is for a community use that cannot be accommodated in or adjacent to the centre.
178. Local and district centres are sustainable hubs for residential development and as such residential development in close proximity to the centre should be at a higher density where this is in keeping with character of surrounding area. The beneficial use of upper floors within local and district centres will also be supported. Appropriate uses include residential, offices, restaurants and cafes, drinking establishments, non-



residential institutions and leisure uses. Proposals relating to the ground floors must maintain or where necessary reinstate separate accesses to upper floors to ensure that the use of upper floors is not prejudiced.

179. It is important that uses at all levels are compatible and do not give rise to unacceptable environmental impacts. Consideration should be given to the amenity of existing and future occupiers in accordance with policy DM2 of this plan. Conditions will be used as appropriate to restrict hours of opening and the change of use to other non compatible uses.
180. Policy EC13 of PPS 4: Determining planning applications affecting shops and services in local centres will also be a consideration when determining planning applications in local and district centres. This national policy protects shops, leisure uses, public houses and services in designated local and district centres from change of use or their loss all together. The importance of the facilities to the local community or the economic bases of the areas should be considered and planning applications should be refused where they do not protect facilities which provide for people's day-to-day needs. The policy requires the city council to respond positively to planning applications for the conversion or extension of shops which are designed to improve their viability.
181. A new district centre at Hall Road forms part of the Site Allocations Development Plan Document. Once completed, the centre will be considered as a District Centre and proposals for change of uses within the new centre will be determined in light of this Development Management policy.



Alternative options

It is considered that not having a policy on district and local centres is not an option as national policy and the Joint Core Strategy do not contain sufficient detail to determine planning applications within Norwich's district and local centres.

One alternative is to adopt different boundaries for the district and local centres. The boundaries chosen are considered appropriate as they are tightly drawn around the clusters of town centre uses, in accordance with PPS4 and are based on up to date survey work.

Another option is to continue the Local Plan approach which sets a uniform threshold for all local and district centres. It is considered that this does not acknowledge the current situation or take into consideration the individual function of each centre. The preferred thresholds are considered appropriate. Lowering the threshold within centres may result in them not providing for everyday retail needs whereas raising the threshold could be damaging to the vitality and viability of the centres.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 7: Supporting communities
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Joint Core Strategy policy 19: The hierarchy of centres
- Norwich Sub Region: Retail and Town Centres Study (2007)
- Retail Topic Paper: Local and District Centres (September 2010)



Community facilities

Policy DM22

Provision and enhancement of community facilities

Development of new or enhanced community facilities will be acceptable where they positively contribute to the local communities and are situated within or adjacent to the city centre or local and district centres.

The provision of new community facilities outside or not adjacent to centres will be acceptable where there is a need for such a facility and:

- a) it can be demonstrated that there are no suitable premises within or adjacent to centres; or
- b) the proposal is predominately for outdoor sport or recreation activities; or
- c) there are overriding community, amenity and environmental reasons for an out of centre location.

The local community must be consulted to ensure that new and enhanced community facilities best meet their needs and aspirations.

Protection of community facilities

Development resulting in the loss of an existing community facility (excluding community public houses listed in appendix 6) will only be permitted where:

- a) adequate alternative provision exists or will be provided in an equally or more accessible location within 800 metres walking distance; or



b) all reasonable efforts have been made to preserve the facility but it has been proven that it would not be economically viable to retain the building or site for its existing use; and

c) the property or site has been marketed to the satisfaction of the Local Planning Authority in order to confirm that there is no interest in the property or site for the current use or a different community use.

Development resulting in the loss of community public houses, listed in appendix 6, will only be permitted where criteria b) and c) above are satisfied.

Where it is demonstrated that an existing community use is not viable, preference will be given to the change of use or redevelopment to other community uses before non community uses are considered. The redevelopment of all existing community sites and premises should provide a new community facility as part of the proposal.

The involvement of the local community will be sought in identifying the importance of local facilities and in developing appropriate solutions for their retention and enhancement.

Supplementary text

182. Community facilities are important for the quality of life for those that live, work and visit Norwich city centre and neighbourhood areas. The Council seeks to protect and improve the provision of viable community facilities that play an important role in the social infrastructure of the city and for which there is a need. For the purpose of this policy examples of community facilities include community centres, community



public houses listed in appendix 6, all public houses outside the Leisure Area, children's play areas, sports fields and indoor facilities, leisure and cultural centres, places of worship, doctor's surgeries, libraries and schools. The use of developer contributions and/or the Community Infrastructure Levy may be appropriate for the provision of additional community facilities.

183. Planning Policy Statement 4: Planning for sustainable economic growth sets out the national approach for economic development. PPS 4 clarifies that economic development includes public and community uses and town centre policies apply to leisure, entertainment facilities and the more intensive sport and recreation uses as well as arts, culture and tourism development. As such the policies contained within PPS 4 will be applied when determining applications for community uses. Where appropriate, the sequential assessment set out in PPS 4 policy EC15 will be required for the provision of new community facilities. This approach means that first preference should be for city centre sites followed by edge of centre and District and Local Centres. Only where it can be demonstrated that all locations within and on the edge of centres have been assessed, should other locations be considered. The policy sets out exceptions for where an out of centre location is acceptable. PPS 4, policy EC13 also protects community uses and public houses that are within defined local and district centres.
184. It is essential that the community is involved in considering the importance of any facility and the suitability of any community facility proposal. Applicants proposing to redevelop or convert facilities valued by the community will be expected to consult



local communities about the relative importance of the facility which could be lost. Planning Policy Statement 5: Planning for the historic environment, places importance on the significance of heritage assets to the community. 'If the evidence suggests that the heritage asset may have a special significance to a particular community that may not be fully understood from the usual process of consultation and assessment, then the local planning authority should take reasonable steps to seek the views of the community' (HE7.3). Reference should be made to the Community Engagement Strategy and *Statement of community involvement*, which are codes of practice of how people can expect to be involved.

185. The loss of any community facility must be fully justified. The Council will require any application involving the release of any community facility or land last used for community purposes to be supported by written evidence and applicants should contact the Council at the earliest stage to discuss the details. The level of detail will depend upon the nature of the proposal but could be expected to include evidence such as:

- i) In the case of a business, the current and projected trading performance;
- ii) In the case of a community facility, the current and projected patterns of use;
- iii) The nature and condition of the building or site and the cost of repairs, renovations or improvements needed to allow the facility to continue in operation;
- iv) The nature and location of comparable facilities;
- v) The potential to relocate the use into other premises or to another site in the area



- vi) In the case of a business, evidence that it has been on the open market and at a realistic market value. This should be for a period of not less than twelve months by a competent agent. Evidence should include sales literature, details of approaches, and details of offers;
- vii) Evidence that the local community has been notified in writing of the intention to close the facility and detail of representations received.
186. This policy also seeks to protect public houses from redevelopment or change of use which have special historic or community significance. Appendix 6 identifies these community public houses. Since pubs provide locally important community facilities, the Norwich City Council would particularly appreciate the views of the local community on whether the pubs listed in appendix 6 are the most appropriate pubs to seek to protect. Policy EC13 of PPS 4 should also be a consideration when considering an application which involves the loss of a public house within a defined district or local centre.
187. Where the loss of a community facility or site is permitted, this policy requires some form of community facility to be provided as part of the redevelopment proposal. Community gain may be provided on or off site and may be in the form of a different community use i.e. a public square, play space or other use which contributes towards public improvements.



Alternative options

An alternative approach is to have no policy on the provision and protection of community facilities and to rely on national policy and the Joint Core Strategy. It is not considered that these provide sufficient guidance for the appropriate consideration of proposals involving the loss of community facilities.

Alternative options are to have more stringent or less stringent criteria for the protection of community facilities. It is considered that the preferred policy achieves the right balance as it is flexible enough to allow the loss of community facilities where it is not economically viable to retain them or where satisfactory alternative provision exists.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Planning Policy Statement 5: Planning for the historic environment
- Joint Core Strategy policy 7: Supporting communities
- Norwich Community Engagement Strategy
- Norwich *Statement of community involvement*



Evening, leisure and the late night economy

Policy DM23

Evening, leisure and late night uses

To enhance the vibrancy of the city centre and local and district centres, hospitality, leisure and late night uses will be acceptable within the areas defined below and where they do not give rise to unacceptable amenity and environmental impacts, which could not be overcome by the imposition of conditions. Where necessary, permission will be granted subject to conditions restricting the hours of opening and/or restricting the change of use to alternative uses to protect the amenity of surrounding occupants and the area generally and to minimise the threat of crime and disorder.

Hospitality uses

Proposals for cafes, restaurants and drinking establishments will be permitted within the city centre and in local and district retail centres where the proposal accords with policies DM20 and DM21 of this plan.

Leisure uses

Proposals for leisure uses will be permitted within the leisure area. The sequential approach set out in PPS 4 EC15 will be used to determine applications for leisure uses outside the defined leisure area. Within the primary retail frontage, leisure uses will be restricted to upper floors and basements only.

Late night activities

Late night uses will only be permitted within the defined Late Night Activity Zones. Residential and other sensitive uses will not be permitted within these areas.



Supplementary text

188. Norwich has a good provision and choice of leisure facilities, including restaurants and bars, with the city centre having a strong draw across a wide area, both during the daytime and evenings. Some 20,000-25,000 people visit Norwich on weekend evenings to enjoy the opportunities provided by the evening and night time economy.
189. The purpose of this policy is to manage the evening and night-time economy and to encourage a diverse range of complementary leisure, evening and night-time uses which appeal to a wide range of age and social groups whilst ensuring that development does not harm the character, amenity, function, safety, vitality and viability of the city centre and local and district centres. The Norwich Sub Region Retail and Town Centres Study has identified that a substantial amount of space is required for service related uses, such as leisure and tourism. The study identifies the need for 3,000 sqm of new café, restaurant and bar space to be provided by 2016.
190. The strategic approach is set out in policy 11 of the Joint Core Strategy which outlines that the city centre's role will be promoted by expanding the use of the city centre to all, in particular the early evening economy and extending leisure and hospitality uses across the city centre with late night activities focused in identified areas. The Norwich City Centre key diagram within the Joint Core Strategy includes an indicative map of the Main Leisure Area and the Late Night Leisure Areas. This policy provides additional detail and



defines the Main Leisure and Late Night Activity Zone on the proposals map.

191. For the purposes of this policy hospitality uses are defined as cafes and restaurants. They also includes drinking establishments which do not open beyond 12 midnight. Leisure uses are defined as D2 uses, such as cinemas and concert halls. Late night activities are nightclubs and drinking establishments which open beyond 12 midnight. Late night activities will only be permitted within the Late Night Activity Zone.
192. Norwich City Council's Licensing Policy sets out the Council's approach to licensing and the expectations that the Council has of those involved in licensed activities. As with the Council's licensing policy, planning conditions should be tailored to each individual premise and be imposed on a case by case basis. The hours of opening will be dependant upon proximity to residential or other sensitive uses and the potential threat of crime and disorder to the public. Where a condition for opening hours differs from the licensing hours, the applicant must observe the earlier closing time.
193. Planning policy statement 4: Planning for sustainable economic growth includes further detail regarding leisure and hospitality uses, including the sequential approach. This sets out that the first preference for leisure and entertainment facilities should be city centre locations, followed by edge of centre and district and local centres.
194. A Supplementary Planning Document will be produced to provide further detail on the evening and late night economy in Norwich.



Alternative options

An alternative is to not have a policy on the evening, leisure and late night economy and to rely on national policy and the Joint Core Strategy. Although the Joint Core Strategy sets out the general policy approach to the evening and late night economy and provides indicative leisure and late night areas, it is not considered that the policy or key diagram provides sufficient detail.

As the broad approach is set out within the Joint Core Strategy, options are limited. The main alternatives are to extend or reduce the boundaries to the defined leisure and late night activity areas. It is considered that the preferred option is appropriate as it promotes the evening and late night economy whilst taking into consideration the issue of residential amenity.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 8: Culture, leisure and entertainment
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre
- Norwich Sub Region: Retail and Town Centres Study (2007)
- City Centre Topic Paper (October 2010)



Hot food takeaways

Policy DM24

Hot food takeaways

Hot food takeaways (A5) will be acceptable within defined retail centres, the Leisure Area and the Late Night Activity Zone, as identified on the proposals map, where:

- a) the proportion of non retail units does not exceed thresholds set out in policies DM20 and DM21;
- b) in accordance with policy DM2, development would not have an unacceptable impact on the amenity of the area or neighbouring occupants;
- c) development would not give rise to unacceptable environmental effects, which could not be overcome by the imposition of conditions; and
- d) the proposal has safe access and would not be detrimental to highway safety.

Opening hours will be restricted to protect the amenity of surrounding occupants and the area generally and will vary across the city.

Supplementary text

195. Norwich has seen an expansion of hot food takeaways within the city centre and local and district centres. To maintain the vitality of defined centres and to ensure that they provide for people's day to day needs it is necessary to restrict the number of non retail units. The provision of new hot food takeaways will only be permitted where the proportion of non



retail units does not exceed the thresholds set out in policies DM20 and DM21.

196. A further concern is that hot food takeaway outlets are not always appropriate in the areas where traffic is not permitted or no parking is available. They need to be located appropriately to allow for the impact of traffic stopping to utilise the outlet and the effects of noise and disturbance upon the occupants of neighbouring properties.
197. Permission should only be granted for new hot food takeaways where they will not have unacceptable impacts upon the amenity of the area and neighbouring occupants and they do not have unacceptable environmental affects. This includes noise, smell, fumes, vibrations and visual impact. Reference should be made to policy DM2: Amenity. Applicants must provide details on extraction requirements. To ensure hot food takeaways do not harm amenity or the character of an area, either individually or cumulatively, consideration will be given to applying controls on hours of operation, refuse and litter, noise and vibrations and fumes.

Alternative options

An alternative is to not have a policy on hot food takeaways and to rely on national policies, the Joint Core Strategy and other policies within this plan. It is considered appropriate to have a policy on hot food takeaways due to their amenity, environmental and highway issues.

A second alternative option is to also restrict hot food takeaways where they would be in close proximity to schools. It is not

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considered appropriate to include this as a criterion for three reasons. Firstly, such an approach would be a relatively 'blunt instrument' as some takeaways can, and do, provide healthy options on their menus. Secondly, the issue of school pupils eating unhealthy food is not confined to hot food takeaways. A1 retail units can also sell unhealthy 'junk' food. Thirdly, relatively few of the secondary schools in Norwich are located close to defined retail centres.

References

- Planning Policy Statement 4: Planning for sustainable economic growth



Retail warehouses

Policy DM25

Retail warehouses

Proposals for new retail warehouses not allocated as part of the Site Allocations Development Plan Document will not be acceptable.

The removal of planning conditions restricting the use of the retail warehouse parks identified on the Proposals Map to the sale of bulky goods will not be permitted.

Supplementary text

198. There are two main retail warehouse parks in Norwich. These are at Hall Road/Barrett Road (south of the City) and Sweet Briar Road (west of the City and straddling the boundary with Broadland). These retail warehouse parks do not relate to existing defined centres and are not satisfactorily located in relation to access by public transport or modes other than the private car. Some of the warehouses currently operate under conditions which restrict them to the sale of bulky goods only. These warehouses are not appropriately located for the relaxation of planning conditions.
199. The Norwich Sub Region: Retail and Town Centres Study, 2007 has shown that there is no need for further retail warehouse development in Norwich, although it is considered that there is potential to expand the existing retail warehouse park at Hall Road as part of a wider redevelopment. This would be subject to a condition limiting the sale of goods to bulky goods to protect the vitality and viability of Norwich city



centre. The site at Hall Road is allocated and further detail of conditions is set out within the Site allocations DPD. Once developed policy DM25 will apply to both the existing and new retail warehouses which make up the Hall Road retail park.

Alternative options

An alternative approach is to not have a policy on retail warehouses. A lack of a strong policy may result in new retail warehouses being permitted and the removal of bulky goods conditions on existing retail warehouses. This is likely to detrimentally impact upon the vitality of the city centre and increase car usage.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Norwich Sub Region: Retail and Town centres Study (2007)
- Employment Allocations and Retail Parks Topic Paper (September 2010)



University of East Anglia (UEA)

Policy DM26

Development at the University of East Anglia (UEA)

Development within the UEA campus, as defined on the proposals map, will be acceptable in principle providing it is for university related uses and is in accordance with the UEA masterplan.

Development must, where relevant:

- a) conserve the landscape and architectural significance of the UEA, retaining a green edge and significant vistas;
- b) implement the UEA Travel Plan, promoting public transport use, walking and cycling, both within and to and from the university, minimising car use; and
- c) promote public access to open spaces.

Supplementary text

200. The University of East Anglia is an important asset for the city and the county. It is a major employer and is internationally recognised for its excellence, particularly in the fields of environmental science and literature. Its importance to economic growth in Greater Norwich is recognised by the Joint Core Strategy identifying it, together with the neighbouring Norwich Research Park and the Norfolk and Norwich University Hospital in South Norfolk, as a strategic employment site. The growth of this employment site is fundamental to the economic strategy for the area, promoting the linked development of knowledge industries, particularly plant sciences, education and the hospital.



201. As a consequence of the need for growth at the UEA, and to ensure that the growth is sustainable and does not have a negative impact on neighbouring residential areas and the highly attractive landscape of the Yare Valley and neighbouring parks, Norwich City Council have worked closely with the UEA on the production of a masterplan.
202. Work on the masterplan has informed the development of this policy, which covers all development in the university campus, as defined on the proposals map. This policy aims to ensure that any development within the university campus retains and enhances the special character of the university and its historic development. The masterplan has also informed detailed site allocation policies in the Site Allocations DPD.
203. The masterplan will be adopted by Norwich City Council when it is complete. At the time of writing, the masterplan consists of the UEA Strategic Principles Document (2010) and the UEA Development Framework Strategy (2010). In addition, development briefs for specific sites (see below) and will form part of the masterplan.
204. A portfolio of documents, set out in the masterplan, has informed its production. These documents set out the history and local circumstances relevant to development at the university. They include the Conservation Development Strategy and the Landscape Strategy, which give detail on the first bullet point of the policy, concerning landscape, architecture and vistas. The masterplan and the accompanying portfolio of documents may be material considerations in assessing planning applications within the university campus.



205. The masterplan has identified that, in order to provide for the growth needs of the university, it is necessary both to have limited infill within the campus and to extend the boundaries of the campus.
206. The campus boundary is proposed to be extended to include firstly recently developed sports facilities and their car park, secondly the former Blackdale School site and thirdly a long term strategic reserve site allocation. This strategic reserve site is between Bluebell Road and Suffolk Walk and is likely to be required for further student accommodation towards the end of the plan period. Development briefs will be produced for the former school and the strategic reserve sites. Further detail on each of these sites is in the Sites Allocation DPD.
207. This policy requires all development to implement travel planning measures to minimise vehicular traffic to the site set out in the most up to date version of the Travel Plan. In addition, where possible, it requires improved public access to open space. Development at the former Blackdale School site would enable public access to Blackdale Plantation, whilst development of the strategic reserve site would have to be accompanied by improved access to the Yare Valley.

Earlham Hall

208. A separate allocation for a Business Enterprise Centre on land neighbouring the campus at and to the east of Earlham Hall is also proposed through the Site Allocation DPD. This site includes Earlham Hall itself, but does not include any areas of publically accessible parkland. A development brief will be produced for the site.



Alternative options

An alternative option is to have no specific policy on the UEA and to rely on other policies in this plan, for example employment, transport and housing policies. It is considered necessary to have a dedicated policy addressing specific issues at UEA as the growth of UEA is important for the local economy. It is also essential that the campus and its setting's special qualities are protected and enhanced, whilst also protecting neighbouring residential areas, parks and the Yare Valley.

A second alternative is to amend the content of the policy to allow for no further growth of the UEA. This would be contrary to the Joint Core Strategy. The content of the preferred policy takes into consideration the Joint Core Strategy and is determined by the above considerations which have been informed by joint work undertaken on an emerging masterplan for the university. This masterplanning work has been undertaken by the university, with input from the city council and has involved extensive consultation.

The third alternative is for the policy to cover a different area, either retaining the existing Local Plan boundaries, or expanding the area to cover a larger area than the campus proposed in this document and the Site Allocation plan. The spatial coverage of the policy is based on the masterplanning work and shows the amount of land needed for expansion, taking account of the need for environmental protection. To achieve the growth needed to reflect the strategic importance of the UEA to the local and regional economy, the masterplan has shown that restricting development within the present university campus boundaries would not be practical, therefore limited expansion of the campus boundaries is proposed. Greater

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expansion of the boundaries is not a preferred option due to the likely environmental impacts, particularly on the Yare Valley.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 7: Supporting communities
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- UEA Strategic Principles Document (2010)
- UEA Development Framework Strategy (2010)
- The Conservation Development Strategy
- The Landscape Strategy



Norwich airport

Policy DM27

Norwich airport

Within the airport boundary, as defined on the proposals map, development will be acceptable in principle for:

- a) airport operational purposes;
- b) uses ancillary to the function of the airport; and
- c) providing improved transport links.

Where necessary, development must include mitigation measures to reduce impact on neighbouring uses.

Supplementary text

209. Norwich International Airport is one of the 30 national “Major airports” planned to grow and should therefore prepare a masterplan to guide future development and to meet operational needs. Any development at the airport must therefore take account of the masterplan, when complete, as well as *Local development framework* policies.
210. The JCS sets out the strategy for Norwich International Airport, identifying it as a principal provider of international connections from the area. It supports improvements at the airport to expand business and leisure opportunities, to provide for a wide range of international and domestic destinations.



211. The airport is a major employer in its own right and is adjacent to a large industrial estate, with many occupiers in airport related businesses. The JCS identifies the need for a further 30ha of new business park land for airport related employment. Such a large area of land will not be available within the city council boundaries.
212. At present, strategic access to the airport is poor. The JCS proposes road enhancements through the Northern Distributor Road (NDR) and public transport improvements on the A140 corridor to the city centre. This would require a public transport interchange at the airport and may include the relocation and expansion of the present airport Park and Ride to a site to the north, adjacent to the NDR.
213. As a result of these strategic priorities, the airport policy focuses on the need to enable the airport to continue to function effectively, to accommodate a new transport interchange and to grow. This includes meeting the needs for growth in passenger numbers, freight, offshore operations, executive travel, general aviation and maintenance, repair and overhaul (MRO) activities.
214. Whilst most of the needs can be met within the present airport boundaries, the Site Allocation DPD also proposes an area of land between the airport and the A140 as an extension. In addition, the present park and ride site has been included within the airport boundary as the JCS suggests the park and ride may be moved. The revised policy designation within the airport boundary would not extend current operational land of the airport. Development of these sites would not therefore



have the benefit of permitted development rights covering the rest of the airport to these sites.

215. To make the best use of land within the airport boundary, the policy restricts development firstly to operational uses, such as new hangars and extension to buildings; secondly to those non operational uses which support the airport's function, such as training facilities and offices supporting airport uses and thirdly to transport improvements.

Alternative options

An alternative option is to have a policy which prevents growth of the airport. This would be contrary to the 2003 Aviation White Paper (which states that there is scope for Norwich Airport to help meet local demand, and that further development is supported in principle, subject to relevant environmental considerations) and the Joint Core Strategy.

A second alternative option would be to have no specific policy covering the airport and to rely on the Joint Core Strategy, other policies within this plan and national guidance. A third alternative is for the policy to cover a different area, either retaining the existing Local Plan boundary, or expanding the area to cover a larger area.

The need for a separate policy, the spatial coverage and the content of the preferred policy are all based on the growth and likely access needs of the airport which has been established by the Joint Core Strategy. The preferred policy takes into consideration the specific

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operational requirements of an airport, balanced with the need to minimise impacts on neighbouring uses.

References

- Planning Policy Statement 4: Planning for sustainable economic growth
- Joint Core Strategy policy 6: Access and transportation
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- 2003 Aviation White Paper



Encouraging sustainable travel

Policy DM28

Encouraging sustainable travel

Consistent with their scale and location, new developments will be designed to ensure that:

- a) cycle and pedestrian links (including the Riverside Walk), and public transport corridors should be incorporated to maximise the opportunity for sustainable transport, both from within the development and the wider area. Links must be an integral part of the design of the development and where relevant, developments should include provision for the core and local cycle and walking networks as defined on the proposals map;
- b) cycle and pedestrian links to nearby services (including bus stops), should be enhanced where necessary. This may include the provision of pedestrian crossing points. All parts of the development should have easy access to bus services and bus stops with appropriate levels of information, lighting, cycle parking (on high speed bus corridors) and other relevant services;
- c) parking areas and vehicle movements should not dominate, but create convenient, safe and attractive environments;
- d) travel planning should be integral to the design and operation of the development, and travel plans must be included as part of development proposals, in accordance with the criteria and thresholds set out in appendix 4; and
- e) provision should be made for the inclusion of a car club, in accordance with the criteria and thresholds set out in appendix 4.



Supplementary text

216. Transport and traffic management are challenging issues facing Norwich. With its largely historic network of street and roads, and little opportunity to increase capacity for private vehicle use, the emphasis in recent years has been on restraining traffic growth, minimising the need to travel in the first place and promoting alternative modes to travel by private car. Increasing emphasis has been placed on this approach through national policy in PPS1 and PPS4, which reinforce PPG13 the national policy statement on Transport.
217. The Joint Core Strategy sets out, particularly in policy 6, the approach that is to be taken within the Norwich area, and importantly embeds the approach detailed in the Norwich Area Transportation Strategy (NATS) within the *Local development framework*. The 'vision' of the NATS strategy is to provide the highest possible level of access to enhance the economic health of the area, whilst minimising the impact on the built and natural environment by outlining the approach to improvements for sustainable transport modes, and (where appropriate) the development of additional road capacity (including, outside the city, the construction of a Northern Distributor Road). Policy 8 of NATS is of particular relevance as this seeks to ensure that growth in demand for travel across the Norwich area is met by means other than the private car (the aim being prevent worsening of existing congestion levels within the Norwich area as a whole).
218. Consequently it is essential that all developments have effective access to pedestrian, cycle and bus networks to maximise travel choice, and that their design provides for this



whilst creating a safe and attractive environment. Joint Core Strategy policies 1 and 2 require development to be designed to prioritise low impact modes of travel. This development management policy provides further detail on how these strategic policies should be implemented.

Alternative options

The alternative option is to have no policy on encouraging sustainable travel and to rely on national policies and the Joint Core Strategy. It is considered that the preferred policy is necessary to support the objectives of NATS and the Joint Core Strategy in reducing car journeys and promoting alternative methods of transport.

References

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 4: Planning for sustainable economic growth
- Planning Policy Guidance 13: Transport
- Joint Core Strategy policy 1: Addressing climate change and protecting environmental assets
- Joint Core Strategy policy 2: Promoting good design
- Joint Core Strategy policy 6: Access and transportation
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Joint Core Strategy policy 11: Norwich city centre
- Joint Core Strategy policy 12: The remainder of the Norwich urban area, including the fringe parishes
- Norwich Area Transportation Strategy (NATS)



City Centre Public Off-street Car parking

Policy DM29

City Centre Public Off-street Car parking

Public off-street car parking will only be permitted within the city centre parking area as defined on the proposals map. Within this defined area levels of off street public car parking should not exceed 10,002 spaces. Any new public off-street car parking, whether associated with development or not, will only be acceptable where it:

- a) replaces and consolidates existing provision elsewhere within the defined area;
- b) provides a minimum of 500 car parking spaces, where practical;
- c) improves the balance of car parking provision within the City Centre, taking into account the level of existing and proposed retail and leisure development and the level of provision for incoming motorists on the radial routes into the City Centre;
- d) makes efficient use of land, by decking or inclusion within the built form of a wider redevelopment;
- e) operates with a tariff that encourages short and medium stay use, and which discourages all day commuter car parking;
- f) includes provision of Variable Message Signing (VMS) to advise motorists of the availability of spaces beyond the development site, as part of the citywide VMS scheme;
- g) is of high quality and secure, with level surfacing, marked spaces (including spaces for disabled drivers with appropriate level access to the surrounding area and DDA compliant facilities), and properly lit and managed;
- h) is easily accessible to car-borne customers from the inner ring road, either directly, or from a main access route;
- i) is easily accessible on foot to the retail/leisure area(s) that it serves; and



j) makes provision of publicly accessible electric vehicle recharging points.

The redevelopment of existing car parks for other uses will be permitted to facilitate this consolidation, even where there is no immediate prospect of their replacement where the existing car park is:

- a) of small or of poor quality;
- b) poorly located in terms of vehicular access; or
- c) located within the area identified for reduced car parking on the proposals map.

Supplementary text

219. Planning Policy Guidance 13 requires that parking policies, alongside other planning and transport measures, promote sustainable transport choices and reduce reliance on the car for work and other journeys. The aim of this policy is, therefore, to restrain commuting by car to the City Centre. This policy approach will operate in tandem with the NATS Strategy aims to substantially increase the availability and quality of alternative modes to the centre, whilst retaining an appropriate level of visitor/customer parking for City Centre retail and leisure uses.

220. Public off-street car parking is the prime City Centre car parking provision that is available for any member of the public to use on payment of a parking charge. It specifically does not include any off-street parking related to a particular use (for example a private office car park). This type of parking



provision is normally referred to as 'private non-residential parking'.

221. Policy 9 of the JCS identifies that parking restraint is appropriate in areas of high accessibility, particularly around the City Centre, and NATS policy 32 restrains parking provision in the City Centre to operational use only (further information is available in appendix 4) or for visitor/customer needs provided that this replaces existing provision. This is consequent on a review of parking provision within the City Centre. Forecasts show that during the lifetime of the Strategy (until 2021), the demand for short and medium stay car parking within the City Centre would be likely to exceed the current supply of public off street spaces. Some car parking within the City Centre is still tariffed for long stay use, despite the long term policy (NATS policy 35) to provide for long stay needs at the Park and Ride sites. Therefore the expectation is that existing car parking will increasingly operate with tariffs likely to discourage long stay use, whilst this will be a requirement of any replacement car parking provision.
222. The restraint on City Centre car parking has been in operation since 1995, but the adoption of the Local Plan in 2004 extended the City Centre to include the recently constructed Riverside area, and the number of spaces was thus increased to 10,002 to take account of the multi-storey and surface car parking available in that area. The area covered by this policy thus includes the historic centre of the city (within the City Walls), and the Riverside area, plus those areas adjacent to the inner ring road that have a primarily City Centre function. The area is shown on the proposals map, as are the areas (primarily the northern City Centre and the Riverside area) that



currently have a level of parking substantially higher in proportion to their level of retail and leisure provision than the primary core of the City and the area where net levels of parking could be increased.

223. Outside this central area, parking will normally be provided on site in accordance with the Parking Standards contained in appendix 4.

Alternative options

One alternative is to have no policy on city centre public off-street car parking and to rely on NATS and Joint Core Strategy policy 9. This approach would result in a lack of clarity and insufficient detail on how and where new parking provision should be provided.

Operational information is needed to ensure that NATS and JCS policy 9 can be implemented.

A second alternative is to relax the criteria for new off street car parking. This may result in low quality, non permanent parking areas which do not make efficient use of land. It would also reduce the opportunities for new well located, high quality strategic car parks.

A third alternative is to reduce the overall number of spaces within the city centre. It is considered that a reduction in overall car parking would be inappropriate as this would not provide for future need which will arise from growth within the Norwich Policy Area.

Furthermore NATS does not indicate a reduced level of parking provision.

Allowing increased levels of parking is not an option as this would be contrary to sustainable travel policies and NATS.

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The final alternative is to maintain levels at 10,002 spaces but to not identify areas for an overall reduction in parking and areas for an overall increase in parking. This may reduce opportunities to readdress the balance of parking provision across the city centre. The preferred approach seeks to focus new parking provision within or near areas identified within the Joint Core Strategy and within this plan for retail and leisure development and to reduce parking provision within areas where there is currently an over supply.

References

- Planning Policy Guidance 13: Transport
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Norwich Area Transportation Strategy (NATS)



Access and highway safety

Policy DM20

Access and Highway safety

The design of roads and spaces within new developments, and those which are being substantially redeveloped, must take account of the urban environment and overall setting of the scheme.

Opportunities will be sought to remove unnecessary access points onto the principal or main distributor routes (as defined in the NATS route hierarchy). New vehicular accesses onto these routes will only be permitted where there is no practical alternative from a more minor route and accesses to single dwellings will be resisted. Any new access must allow for access and egress in a forward gear.

In other locations, accesses (including private driveways) will be acceptable where:

- a) those onto local access routes can access and egress in a forward gear;
- b) they are not close to an existing junction, the inside bend of a road, within the limits of a pedestrian crossing or the brow of a hill;
- c) they would not result in the loss of street trees, a significant area of verge, or other landscape feature;
- d) there is sufficient space available within the curtilage of the site to accommodate the size of vehicle likely to be used by an existing or future occupier;
- e) in areas with existing on street car parking pressure, the gain in terms of off-street parking would significantly outweigh the loss of any existing on-street parking;
- f) the quality of the street scene is maintained; and



g) appropriate adjustments are made to existing on-street waiting arrangements, at the developer's expense.

Development within, over or adjacent to spaces or streets that form part of the public realm will ensure that adequate clearance either below or around the structure is available to allow the safe passage of pedestrians, cyclists and, where appropriate, vehicles.

Supplementary text

224. Despite the overriding aims of transport policy to promote travel by means other than the private car, this is likely to remain an important mode of transport in the Norwich area for the foreseeable future. The NATS strategy seeks to minimise the intrusion of vehicular traffic into most of the city by concentrating the major parts of journeys on roads with sufficient capacity. The primary function of roads within the Norwich area is set out in NATS Policy 47 and the purpose of this policy is thus to ensure that new development does not introduce additional hazards or delays on strategically important parts of the road network, whilst ensuring appropriate levels of safety elsewhere.
225. Manual for Streets (MfS), together with its companion guide Manual for Streets 2 – Application of the Wider Principles, provide significant advice on the nature and design of the streets within the built environment, and full account should be taken of this advice. There are, however, a number of areas on which MfS does not provide advice, and which can have significant impact on the form and acceptability of development, and may even render it unbuildable if



appropriate agreements under other legislation cannot subsequently be obtained.

226. Traffic Regulation Orders are required where on street parking controls are required to be changed or included in a new development. This is likely to be a requirement for most developments within Controlled Parking Zones where new vehicular accesses or streets are built. This is because every part of the adopted highway within a Controlled Parking Zone must be covered by some form of Parking Control, and existing arrangements are unlikely to be suited to, or to cover, a new development.
227. Building over the public highway can be permissible, provided that adequate clearance is available - usually 5.2 metres over a carriageway, and 3.1 metres over a footway (where the overhang is more than 1.5m from the carriageway edge), but there is flexibility where pedestrian/cycle routes pass through buildings, or where there are particular issues relating to the scale of a street. A licence will also be required under S177 of the Highways Act. Awnings and blinds (which should be retractable) should have a clearance of 1.98 metres. Doors and windows opening over the highway should be avoided.

Alternative options

There are no reasonable alternatives to this policy as national policies and the Joint Core Strategy do not provide sufficient guidance on access and highway safety.

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References

- Joint Core Strategy policy 2: Promoting good design
- Norwich Area Transportation Strategy (NATS)
- Manual for Streets
- Manual for Streets 2 – Application of the Wider Principles



Car parking and servicing

Policy DM31

Car parking and servicing

To ensure appropriate levels of parking and service, developments should incorporate parking, servicing and other facilities in accordance with the advice and standards set out within appendix 4. Development will be acceptable where the following criteria are addressed where relevant:

- a) car parking is provided within the limits prescribed (at least the minimum, and not more than the maximum);
- b) cycle parking is provided to at least the levels prescribed;
- c) the required level of parking is provided for disabled drivers;
- d) provision is made for electric car charging points;
- e) it is demonstrated that adequate provision has been made for access to, and servicing of the proposed development, and in particular, that provision has been made for the storage and collection of refuse;
- f) provision of or alteration to on-street parking controls is made to ensure the safe and effective operation of the development; and
- g) space is provided for the operation of a car club vehicle within the site.

It should be demonstrated that the level of parking proposed is the practical minimum possible, sites are adequately serviced and that provision is available within the area for visiting disabled drivers.



Supplementary text

228. PPG 13 requires that parking polices, alongside other planning and transport measures, promote sustainable transport choices and reduce reliance on the car for work and other journeys. The aim of this policy, therefore, is to ensure that parking levels are restrained to a practical minimum, whilst the opportunities for more sustainable transport choices (provision for cycle storage, and access to car club spaces and EV charging points) is made available.
229. PPS 4 whilst cancelling the national parking standards contained in PPG13 requires local authorities to set maximum parking standards for non-residential developments in their administrative areas (minimum standards for disabled persons parking are expected to be set), whilst PPS3 requires parking standards for residential development to take into account car ownership levels, the need to promote good design and the efficient use of land.
230. Policy 9 of the JCS requires parking restraint in areas of high accessibility, and this applies, with appropriate variation, across Norwich. The overall strategy is to restrain parking for both commercial and residential development to an increasing extent the closer the development is to the City Centre.
231. Maximum car parking standards have been in operation in Norwich for some time, and largely these have worked well. However, there have been issues with parking in some residential developments which have caused frustration for some residents. These have occurred principally outside the Controlled parking zones, where the estate roads cannot



accommodate a significant level of on-street parking, but parking control is not appropriate.

232. The advice produced by English Partnerships 'Car parking – What Works Where' is a useful reference document when considering car parking provision and arrangement. This advice has been used to refine the residential car parking standards that are contained in appendix 4.

233. The provision of cycle parking for all developments is essential to facilitate a modal shift towards cycling.

Alternative options

The option of not having a policy setting out parking standards would be contrary to PPS 3 and PPS 4. Not having a policy on servicing would result in unsatisfactory servicing arrangements as there are no detailed standards within national guidance or the Joint Core Strategy.

Alternative options are to be more stringent or less stringent with regards to car parking standards. It is considered that the preferred policy achieves the right balance for both residential and non residential development. With regards to residential the proposed levels take into consideration car ownership levels, accessibility and the efficient use of land. For non residential development the proposed levels help achieve the aims and objectives of NATS whilst still encouraging investments within the city.

References

- Planning Policy Statement 3: Housing

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- Planning Policy Statement 4: Planning for sustainable economic growth
- Planning Policy Guidance 13 (PPG 13): Transport
- Joint Core Strategy policy 9: Strategy for growth in the Norwich Policy Area
- Norwich Area Transportation Strategy (NATS)
- Car parking – What Works Where (English Partnerships)



Car Free and Low Car Housing

Policy DM32

Car Free or Low Car Housing

Only residential development that is car free will be acceptable in the following locations:

- a) sites identified on the site allocations plan for 'car free housing';
- b) sites situated within the City Centre primary retail area; or
- c) sites within a controlled parking zone, where vehicular access could only be obtained from the principal or main distributor routes (as defined in NATS) and would lead only to a car park associated with the development.

The development of car free or low car housing will be acceptable within the following areas:

- a) sites within the Controlled parking zones in and surrounding the City Centre;
- b) on sites within 200m of a bus stop offering a service to the City Centre of at least a 10 minute frequency into the evening; or
- c) on sites within, or adjacent to, district centres.

The inclusion or provision of (or access to) a car club space/s (and where appropriate a car club vehicle) will be taken into account in assessing any proposal.

Supplementary text

234. Planning Policy Statement 3 requires that the residential parking strategies should promote the efficient use of land, and promote good design whilst taking into account levels of



car ownership. Within the more central parts of the city, housing densities are high, and car ownership low, whilst services and facilities are mostly available within walking distance, and most locations around the urban area are easily accessible by public transport. In addition, the central part of the city is covered by Controlled Parking Zones, and new developments are not eligible for parking permits.

Furthermore, historic street patterns often make the provision of visually appropriate parking difficult.

235. There is therefore significant opportunity to develop sites with limited parking provision, and to offer car-free living as a lifestyle choice. This can lead to increasing the density of development in sustainable locations, and reduce build costs. For the purpose of this policy, low car housing refers to development where the provision of car parking is less than one space per dwelling.

Alternative options

An alternative is to have no policy on car free or low car housing.

This approach may result in the provision of excessive levels of car parking in highly accessible areas. The preferred approach takes into consideration car ownership levels and accessibility. It promotes the efficient use of land and encourages sustainable lifestyles.

Furthermore it encourages the re use of upper floors of commercial premises and allows for housing within areas of the city centre which are inaccessible by car.

The absence of criteria setting out where car free or low car housing will be acceptable may result in car free and low car housing being

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developed in inappropriate locations within the city. This may lead to on street parking problems.

References

- Planning Policy Statement 3: Housing
- Joint Core Strategy Policy 9: Strategy for growth in the Norwich Policy Area
- Norwich Area Transportation Strategy (NATS)



Transport Contributions

Policy DM33

Transport Contributions

Developments must address the transport consequences arising from their proposals. Provision and support for strategic transport infrastructure will be provided as part of the Community Infrastructure Levy. In addition, contribution will be made via a section 106 agreement to the following:

- a) The costs of servicing the site including all works (including the implementation or variation of Traffic Regulation Orders) that are needed to provide adequate pedestrian, cycle and vehicular access;
- b) Local highways improvement where the local effects of vehicular movement associated with the development cannot be mitigated by other means; and
- c) The provision of necessary facilities (for example, the required levels of cycle parking) that cannot be accommodated on the site.

Supplementary text

236. Almost all developments will have a transport impact beyond the confines of the development site. PPG 13 makes it clear that Local planning authorities should take a pro-active approach towards the implementation of planning policies on transport, and should set out sufficient detail in their development plans to provide a transparent basis for the use of planning conditions if appropriate, and for negotiation with developers on the use of planning obligations as appropriate, to deliver more sustainable transport solutions. Transport Assessments, where they are submitted alongside



applications, will provide additional site-specific information which will form a useful basis for determining what is appropriate in each case.

237. Circular 05/2005 sets out the fundamental principle that planning permission may not be bought or sold. The purpose of planning obligations is to make acceptable development which would otherwise be unacceptable in planning terms. Accordingly the Circular sets out (at paragraph B5) five policy tests which must be met by local planning authorities when seeking planning obligations. In addition, Regulation 122 of the Community Infrastructure Levy Regulations, which came into force on 6 April 2010, makes it unlawful for a planning obligation to be taken into account in determining a planning application if it does not meet the three tests set out in Regulation 122. These statutory tests are based upon three of the five policy tests in Circular 5/2005 at paragraph B5 (tests (ii), (iii) and (iv)).
238. NATS policy 8 seeks to improve accessibility within the urban area of Norwich by accommodating the growth in the number of trips by means other than the private car and a programme for infrastructure improvements has been produced that identifies the major elements of the transport network that will need to be provide or improved to enable this to happen. This, however, is not the entire picture, as local improvements and small scale change will also be required to ensure that the built environment provides increasing opportunity for people to choose more sustainable transport options. In accordance with Policy 20 of the JCS all developments above a threshold level will therefore be expected to contribute to infrastructure or soft measures either through an infrastructure levy, or S106



agreement (or potentially a combination of both, dependant on the circumstances at the time, and the nature of the development).

239. This development management policy seeks to address all the potential areas where contributions will be required for off-site works. The items listed within the policy are those that are practically necessary to enable the development to function. These will be required, therefore irrespective of the need to provide for wider transport improvements. In addition contributions will also be needed, either financially through a S106 agreement and/or CIL, or possibly as a contribution through 'in kind' works towards the following:

- a) Provision of support for sustainable transport infrastructure to mitigate the wider impact of the development through a contribution, subject to the guidelines (and specifically the threshold levels for size of development) detailed in appendix 4. This could include the provision (or contribution to the provision) of physical infrastructure, or 'soft' measures, such as support for area wide travel plans; and
- b) Support for strategic transport infrastructure subject to the threshold levels detailed in appendix 4.



Alternative options

An alternative option is to have no policy on transport contributions and to rely on the Joint Core Strategy. The Joint Core Strategy does not however contain sufficient detail on S106 requirements and as such although contributions would be collected through the Community Infrastructure Levy for strategic transport infrastructure, contributions would not be sought for the necessary on site requirements and local transport needs.

References

- Planning Policy Guidance 13: Transport
- Joint Core Strategy policy 20: Implementation
- Norwich Area Transportation Strategy (NATS)
- Circular 05/2005: Planning obligations



Planning Obligations

240. The Joint Core Strategy sets out the Greater Norwich Development Partnership's intention to seek contributions towards infrastructure from all residential and commercial development through the introduction of a Community Infrastructure Levy (CIL) or a tariff based approach. The tariff will be based on a formula which relates the size of the charge to the size and nature/type of development. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.
241. Work is ongoing on developing this tariff based approach with a study currently being undertaken by independent consultants on viability to ensure that the level of charge is realistic and does not stifle development in the majority of cases. This study is also considering the requirement for different levels of charge for different areas of Greater Norwich. Work is also underway to assess the most appropriate mechanism for collecting and managing the funds. Prioritisation will also be an important consideration to ensure that the funds are spent on necessary strategic and local infrastructure.
242. The process of introducing the CIL or a tariff based approach is a formal process in itself and as such will be subject to consultation and a public examination. Based on the 2010 CIL regulations, the timescales for this are likely to be as follows:



- Decision to proceed with charging schedule on GNDP wide basis - Early 2011
- Developing charging schedules for consultation- February 2010
- Examination- September 2011
- Formal adoption of CIL- late autumn 2011

243. However, there are areas of uncertainty which may result in the need for additional work and possible changes to the timetable. Firstly the government has still to announce whether there will be changes to the CIL regulations. Should changes be made then the Greater Norwich Development Partnership will have to respond accordingly. The second area of uncertainty is that the Joint Core Strategy has not yet been adopted, with the Examination in Public having commenced on the 9th November 2010 and the inspector's report expected in early 2011. Should the inspector make binding changes to the plan then work on the CIL may need reviewing as a result. If the plan is found unsound, a complete review of the plan making approach will be required. Thirdly, no formal decision has yet been made about introducing CIL on a GNDP wide basis rather by individual districts. Each district council will need to agree to collaborate to produce a joint charging schedule.

244. As decisions are still being made on the CIL, a more detailed policy within the Norwich City Council Development Management Policies on planning obligations cannot yet be drafted. A policy on planning obligations within the Development Management Policies Plan will be required to supplement policy 20 of the Joint Core Strategy as it will be

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necessary to provide further detail on local and site specific needs to ensure that development within the city contributes towards the required infrastructure. Although the majority of planning obligations will be secured through the CIL, it will be necessary in some cases to have section 106 contributions for site specific needs (as long as there is no double counting). A detailed policy on s106 contributions and planning conditions will be introduced prior to the adoption of the Development Management Policies Plan.



Monitoring

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

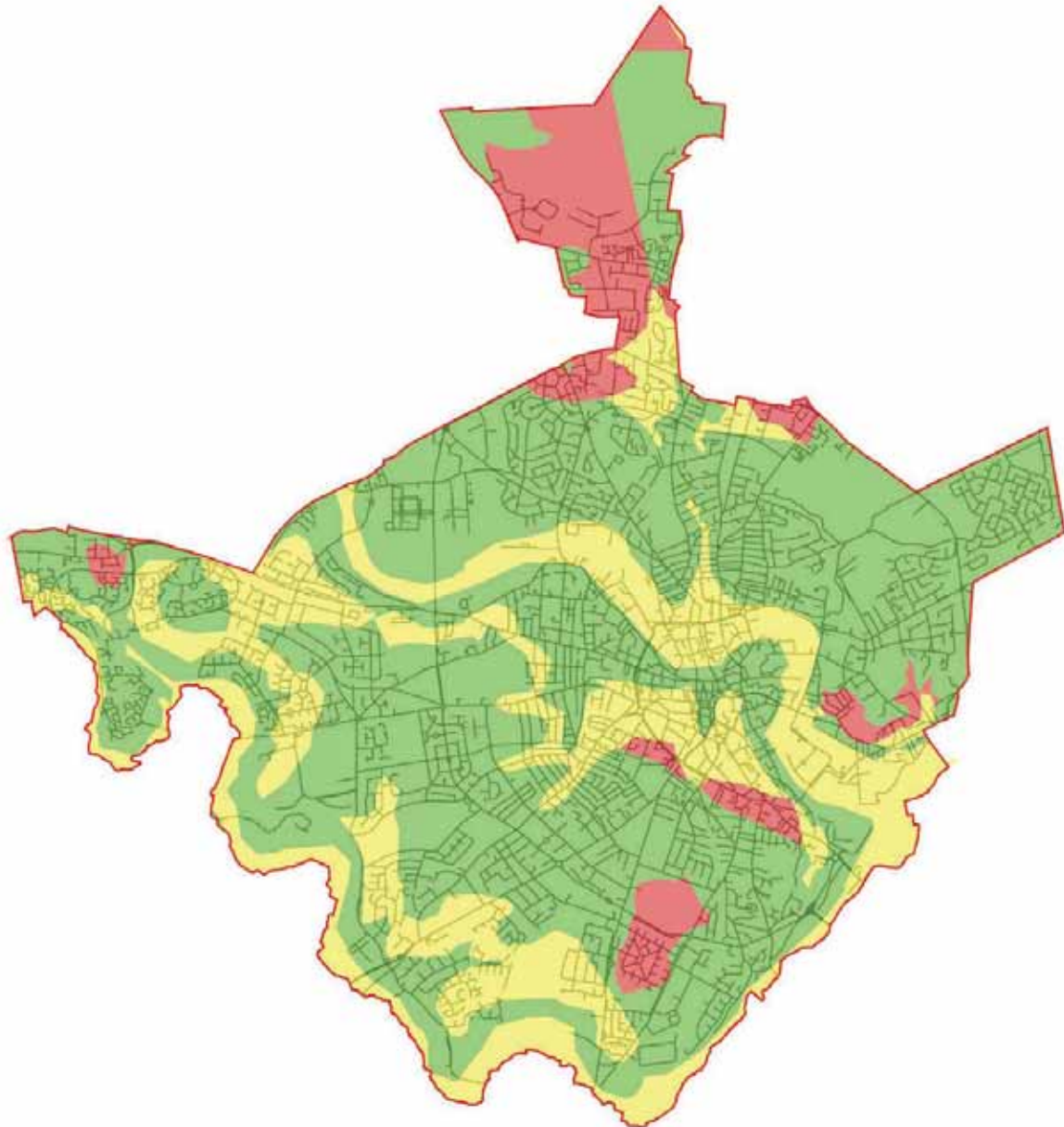


Appendix 1 – Infiltration capacity drainage map




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Legend

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

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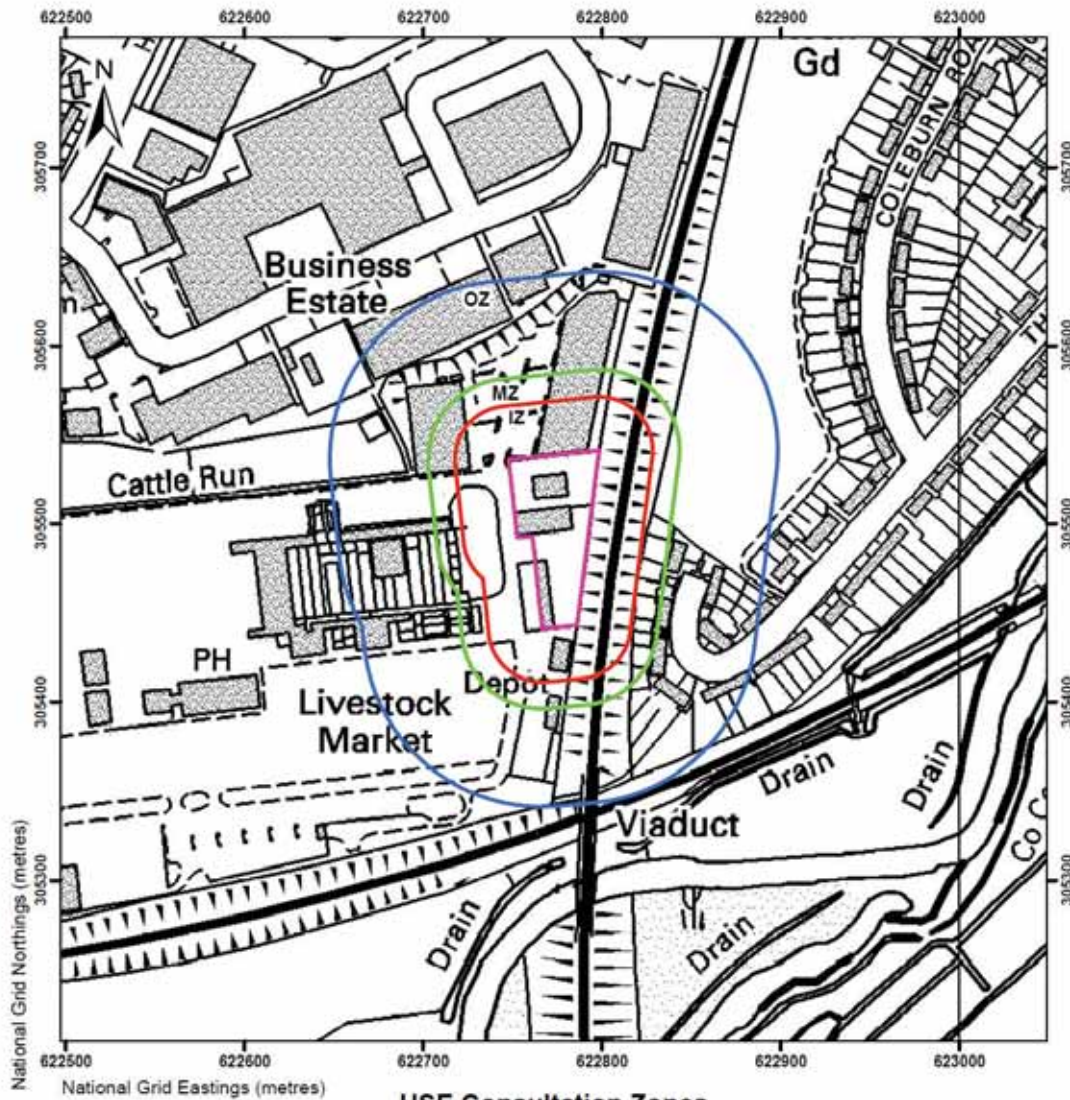


Appendix 2 – Health and Safety Executive Areas

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HSE Consultation Zones

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

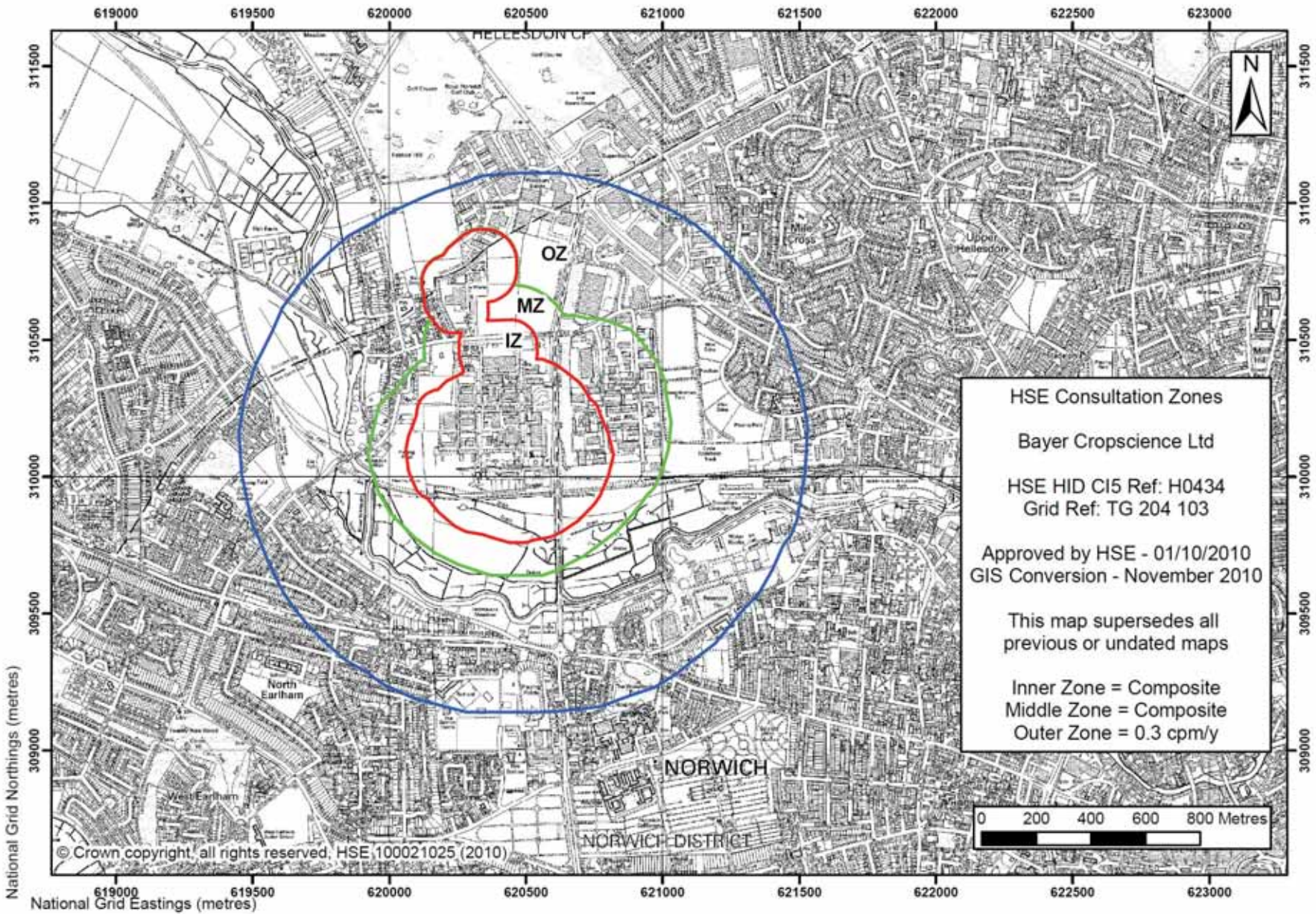
HSE HID CI5 No: H0782
Grid Ref: TG 227 054

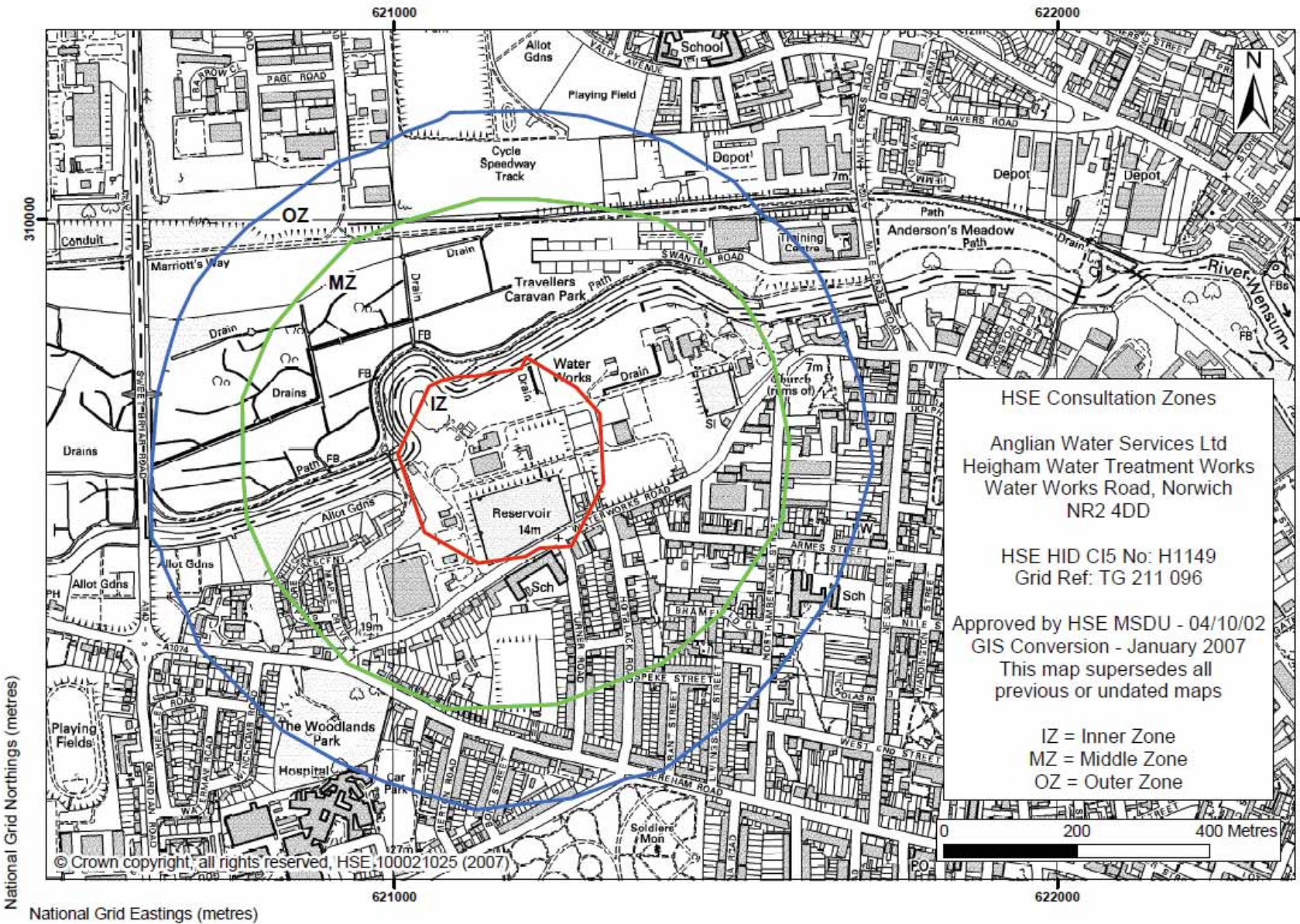
Prepared - January 2007
This map supersedes all previous or undated maps

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

0 50 100 200 Metres

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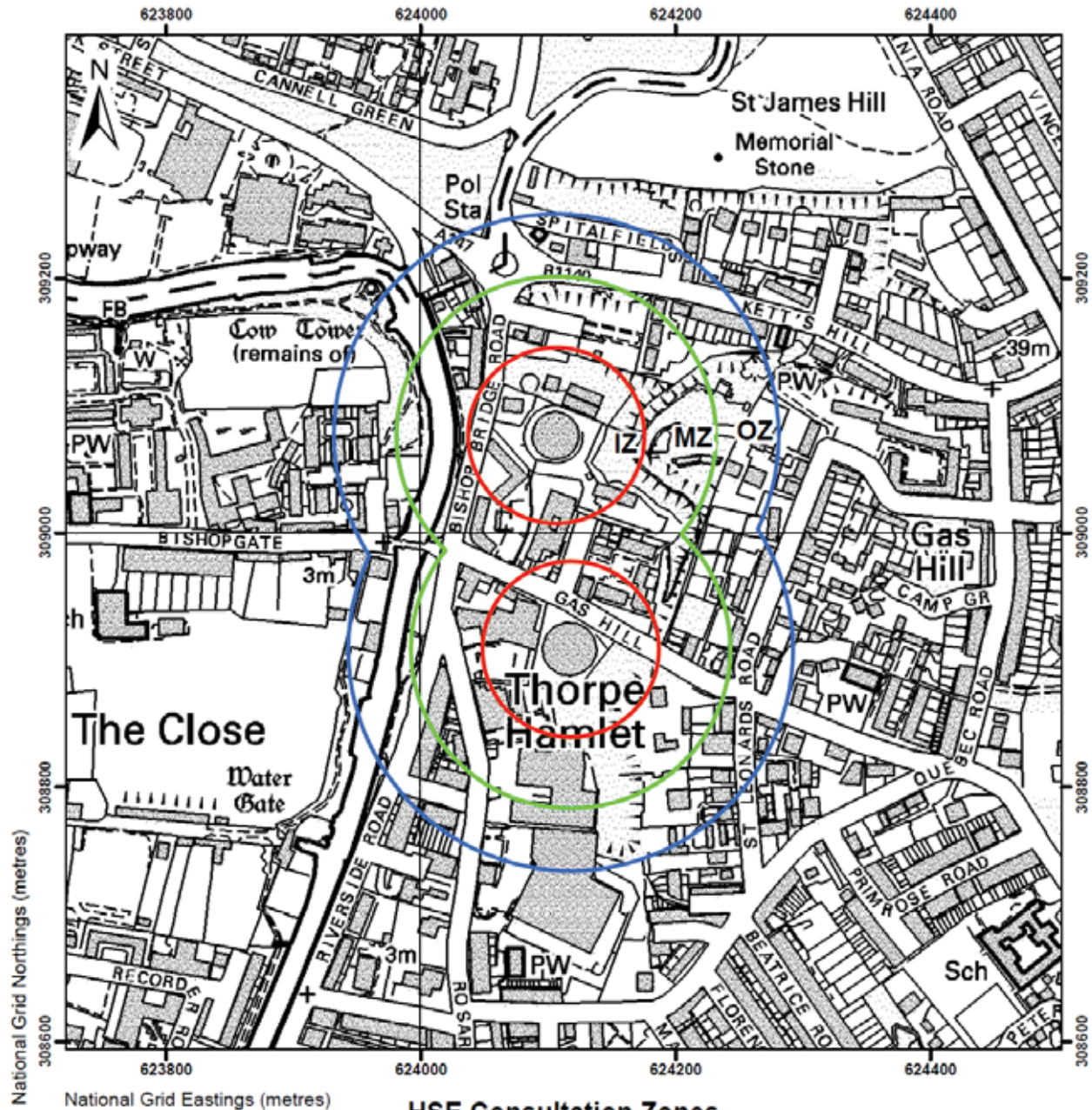




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HSE Consultation Zones

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

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

Prepared - January 2007

This map supersedes all previous or undated maps

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

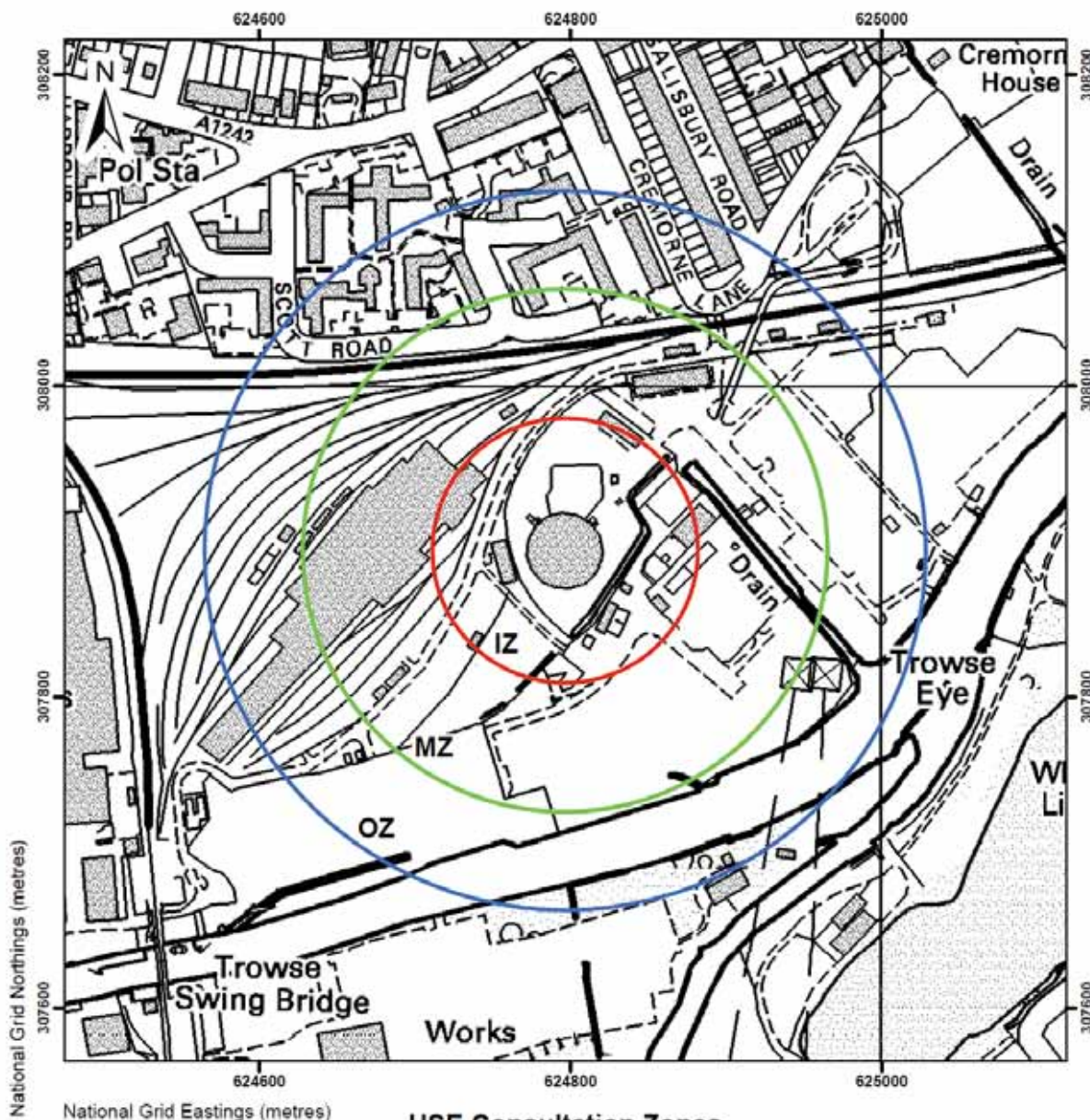
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HSE Consultation Zones

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

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

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

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

0 50 100 200 Metres



Appendix 3 – Areas affected by potential subsidence problems

Streets affected by potential subsidence problem

Argyle Street

Balfour Street

Ber Street

Junction of Bracondale/Ber Street

Britannia Road

Chalk Hill Road

Churchill Road

Dell Crescent

Denmark Road

Dereham Road (south side between Bond Street and Dell Crescent)

Earlham Road (City end)

Garden Street

Junction of Gurney Road/Heathgate

Holly Drive

Horns Lane

Ketts Hill

Knowsley Road

Lawson Road

Lollards Road

Magdalen Road

Malvern Road

Mariners Lane

Marston Lane, Harford

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Junction of Martineau Lane/Bracondale
Merton Road
Mousehold Avenue
Paradise Place
Paragon Place
Pottergate
Rosary Road
St Leonards Road
Silver Road
Spitalfields
Sprowston Road
Thorn Lane
Tollhouse Road
West Pottergate
Junction of Westwick Street/Coslany Street

Areas known to be particular affected by chalkworks include:

Area confined by Dereham Road, Bond Street, Winchcomb Road,
Bowthorpe Road

Area confined by Riverside Road, St Matthews Road, St Leonards
Road, Gas Hill

Area confined by Grapes Hill, Earlham Road, West Pottergate



Appendix 4 – Standards for transportation requirements within new developments

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

Advice on site specific works that are necessary to facilitate access to the development are not included (see policy DM30 and DM33) and these must be considered. Consistency with these standards is not in itself, therefore, sufficient to demonstrate that a given proposal is acceptable either in transportation or planning terms.

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



The Role of Design

The City Council has always emphasised the importance of good design in all submitted planning applications, 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 Transport Infrastructure

National and local transport policies result from a growing realisation that the cost of inefficient use of transport infrastructure is too high in both environmental and financial terms. However, as developments are rarely without transport impact, developments are expected to support the provision of necessary transport infrastructure, and within the City boundary, sustainable transport infrastructure in particular.

The Council will, therefore seek contributions towards transport infrastructure improvements, the scope of which are outlined in policy DM33. Until the implementation of a tariff based system, the Council will continue to require contributions in accordance with the Transportation Supplementary Planning Document. As and when a tariff based system is implemented, the Council will require that an amount equivalent to that which would have been payable under the SPD will be retained to enhance sustainable transport infrastructure within the City boundary.

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 planning

Most developments will need to be supported by a Travel Plan and developers will need to show that every effort has been made to ensure that local facilities and public transport are accessible (under policy DM28). 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.

Transport Statements and Transport Assessments

Transport Statement (TS) and Transport assessment (TA) are intended to help us ensure that new developments are taking full account of local transport policy and strategy will allow the transport implications of proposed developments to be properly considered and, where appropriate, will help identify suitable measures to achieve a more sustainable and environmentally sound outcome.



The nature and extent of any assessment or statement will depend upon the location scale and type of development involved. The scale of development at which either a statement or assessment is required is detailed in the parking standards.


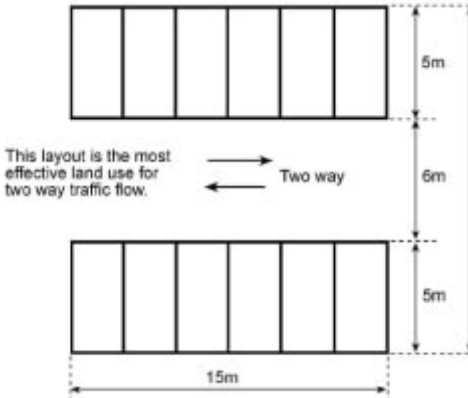
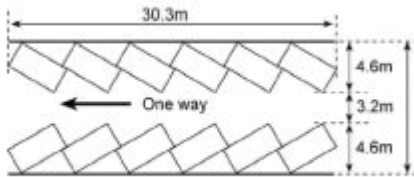
Site Access

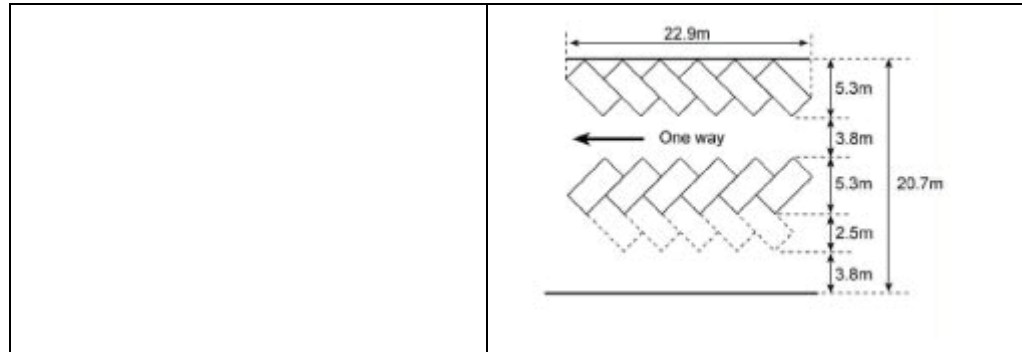
Policy DM30 seeks to ensure that all new accesses are provided in a manner appropriate to the location. Whilst it may be appropriate in low traffic areas for individual driveways, service yards and parking spaces to access directly onto the street, as a general principle, developers should aim to ensure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



Car Parking

In accordance with Government policy, the parking standards that form part of the transportation requirements for site development are maximum standards, which should not be exceeded. 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.

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



Central areas

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

Other locations

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



Controlled Parking Zones and Permit Parking

New developments will not be eligible for parking permits within existing permit parking areas. In very exceptional circumstances where there is a clear gain in terms of the built form that is achieved and changes can be made to existing on-street arrangements without the loss of parking for existing users that would reasonably provide for the demand of the development proposed, it may be possible, at the discretion of the Highways Authority, to extend permit entitlement within existing zones.

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

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

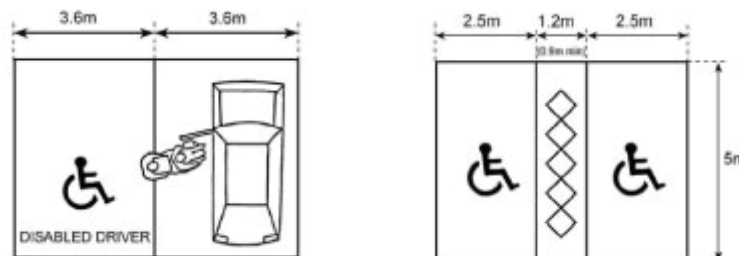
Provision for People with Disabilities

Many sections of the community do not have full access to the facilities that they need owing to a lack of personal mobility. Whilst improvements in the built environment help to reduce this exclusion, and public transport is becoming increasingly accessible, some members of the community would be unable to gain access to



facilities, and maintain a reasonable degree of independence without the use of a car. Therefore a minimum specific car parking requirement for disabled drivers is included within these Standards (usually 5%, although a higher level (20%) is required in the central area, where general parking levels are substantially restrained). Where car parking at less than the maximum level is proposed, the number of spaces for disabled drivers should be calculated as if the maximum level had been provided as required in the minimum standard. These parking spaces should be located close to an accessible entrance. The entrance should ideally be under cover, clearly signed and not more than 50 metres from the designated parking spaces.

Disabled Persons Vehicles Minimum Dimensions



Preferred arrangement

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

Provision for electric vehicles

Electric vehicle technology has advanced considerably in recent years, and there is now an expectation that electric vehicles will become a small, but significant part of the number of private vehicles on the road. To facilitate this, charging facilities will need to be made available both in peoples' homes and at the location they visit.

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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.



Cycle Parking

The City Council actively supports cycling, and inadequate cycle parking is one of the major blocks to increased cycle usage. Therefore, cycle parking to at least the levels contained within the standards will be required within all developments. The standards are intended to provide for increased cycle usage, and will, therefore, appear a little high if compared to current cycle use.

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

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

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

The 'Sheffield' design of cycle stand is preferred as it provides two cycle parking spaces per stand, and does not damage the cycles. Other types of cycle stand will be considered on their merits.

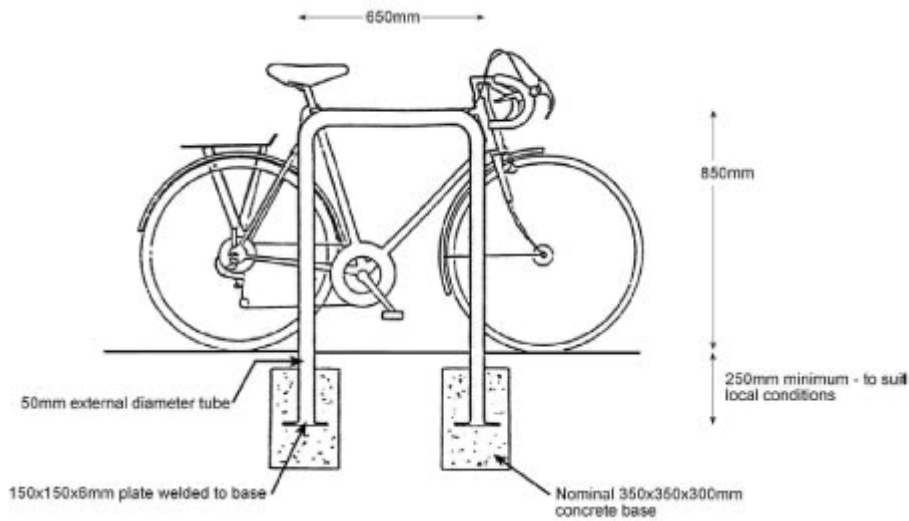
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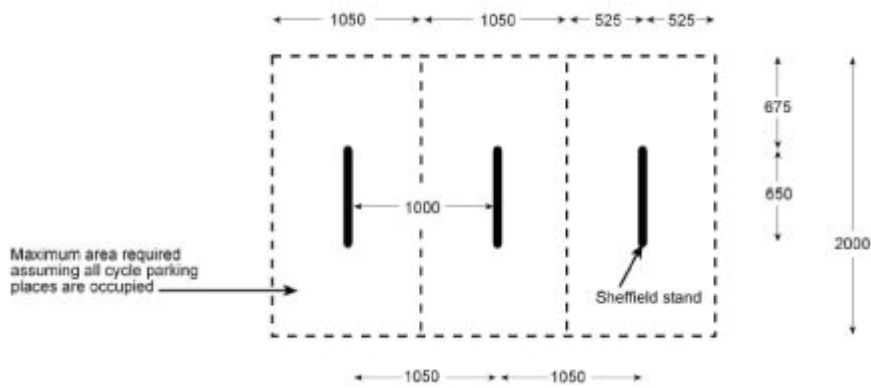
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"Sheffield" Type Cycle Stand



Minimum Dimensions for 90° Angled Parking





Servicing and refuse collection

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

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

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

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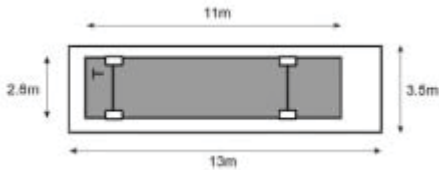
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Rigid Wheelbase Vehicles

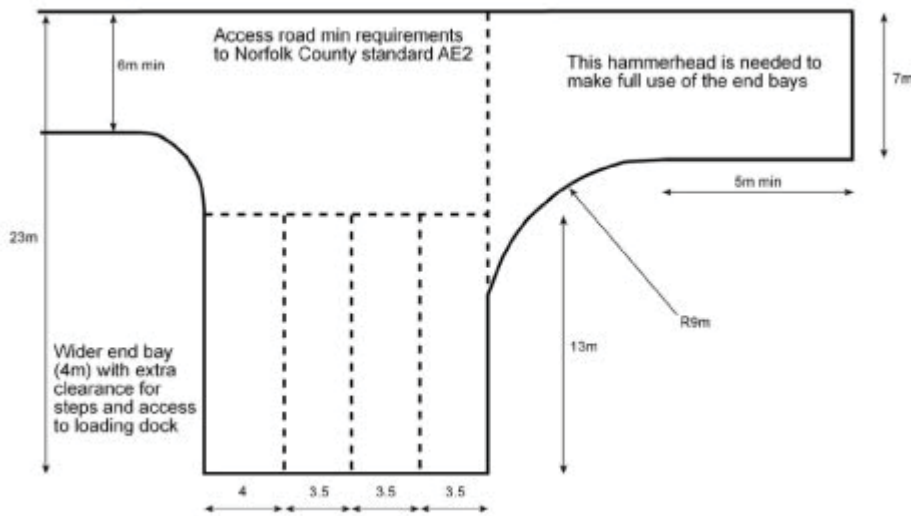
Minimum Parking Space



Length 11 metres x 2.6 metres width.

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

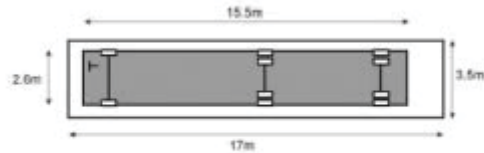
Delivery Service Spaces





Articulated Vehicles

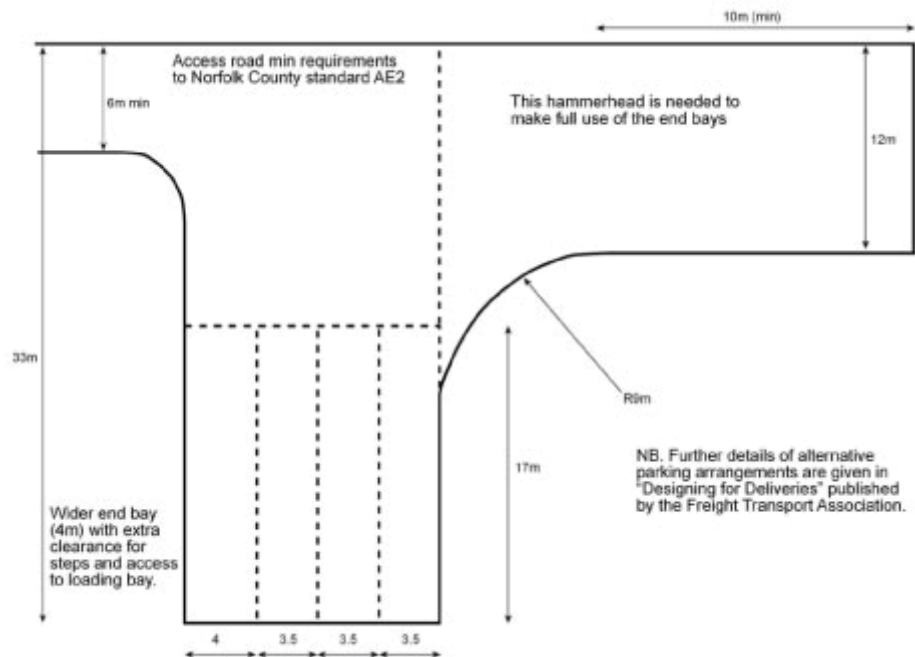
Minimum Parking Space



Length 15.5 metres x 2.6 metres width.

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

Delivery Service Spaces





Refuse Collection

In addition to the access requirements for vehicles, adequate provision for the storage and collection of refuse must be made in all developments. Standards for commercial development shall not be 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.

Refuse Bin provision in residential developments

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

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

- One 1100 litre bin for every six households (some leeway allowed for smaller or larger units) for non-recyclable waste (i.e. about 200 litres per household)
- Three separate bins providing an equivalent volume (approximately) of storage for recyclable materials (e.g. if one 1100 litre bin would be required for general waste, then three 360 litre bins will be needed for recyclables). A development



requiring three 1100 litre bins for non-recyclables would require the same again for recyclables.

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

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




Wheeled Bin Sizes



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












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	1000mm







Use Class A1, A2, A3, A4 and A5

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

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
City Centre Primary Retail Area	<p>Staff: One covered and secure cycle parking space per 100m²</p> <p>Customers: Where possible, the provision of one cycle space per 50m² within the Primary City Centre Retail Area will normally be required.</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	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.	<p>Transport Contributions 500m²</p> <p>Travel Plan 1000m²</p> <p>Transport Statement - 1000 m²</p> <p>Transport Assessment- unlikely to be required</p>

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
Elsewhere in the City Centre Parking Area	<p>Staff: One covered and secure cycle parking space per 100m²</p> <p>Customers: One cycle space per 50m² adjacent to principal entrances or nearby if on highway</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Allocated parking is not permitted	Allocated parking is not permitted	<p>Car parking will only be permitted where this replaces pro-rata identified public parking spaces in the City Centre and is available for use by the general public consistent with the requirements of Policy DM29</p> <p> 5% of total. spaces:</p> <p> 3% of total (secure parking)</p> <p>Parent and Child 5% of total.</p> <p>⚡ EV – one parking space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces</p>	<p>Servicing may be permitted on street where safe and practicable. Otherwise a bay capable of holding a rigid 11m vehicle required.</p> <p>Developments over 1000m² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>Transport Contributions 500m²</p> <p>Travel Plan 1000m²</p> <p>Transport Statement - 1000 m²</p> <p>Transport Assessment- likely only required if development includes car parking</p>




Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
In or adjacent to existing District and Local retail centres as defined on the Proposals 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 25m 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 1000m ² require standing for an articulated vehicle for every 2000m ² or part.	Transport Contributions 500m ² Travel Plan 500m ² Transport Statement 500 m ² Transport Assessment- 1000 m ²
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 100m ² Customers: One	 One parking space per 500m ² minimum one space	One parking space per 25m ²  5% of total Parent and Child	 parking spaces and Parent and Child spaces are included in the maximum standard, not additional to it.	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m ² require standing	Transport Contributions 200m ² Travel Plan 500m ²









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
	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		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 an electric charging point plus (consider fast charge) one for every 5000 m ² over 5000 m ²	for an articulated vehicle for every 2000m ² or part.	Transport Statement 250 m ² Transport Assessment 800 m ²

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	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.	Transport Contributions 200m ² Travel Plan 500m 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	 one space per 1000m ² minimum one space where	Operational parking only is permitted. One operational parking space per	 parking spaces are included in the maximum standard,	Units over 1000m ² should have standing adjacent to a service bay for	










Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	Customers: One cycle space per 500 m ² (or part) adjacent to principal entrances	practical	200m ² .  20% of total	not additional to it. ⚡ EV – one parking space should be provided with an electric charging point plus one for every 2500 m ² over 2500 m ²	an 11m rigid vehicle unless servicing is permitted from the street.	
In existing or proposed employment locations outside the City Centre as defined by policy DM16	Staff: One covered and secure cycle parking space per 50m 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	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 50m 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	

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	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.	Transport Contributions 200m ² Travel Plan 1000m 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	 One space per 2500m ² . minimum one space where practical	Operational parking only is permitted. One operational parking space per 500m ²	 parking spaces are included in the maximum standard, not additional to it.	One service bay is required per 2000m ² or part. All units should have standing adjacent to a service	









Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	cycle space per 500 m ² (or part) adjacent to principal entrances		 20% of total	 EV – one parking space should be provided with an electric charging point plus one for every 5000 m ² over 5000 m ²	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 part) adjacent to principal entrances	 one space per 1000m 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  one per 1500m ² (secure parking)	 parking spaces are included in the maximum standard, not additional to it.  EV – one parking space should be provided with an electric charging point plus one for every 5000 m ²	One service bay is required per 1000m ² or part. All Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m ² should accommodate an articulated vehicle.	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 75m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p> one space per 1000m² minimum one space</p> <p>Reduced levels of parking should be justified in locations where on-street parking is not restricted</p>	<p>One parking space per 50m² (includes staff and visitors)</p> <p> 5% of total</p> <p> 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.</p> <p> EV – one parking space should be provided with an electric charging point plus one for every 5000 m²</p>	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	

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	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.	Transport Contributions 10 bedrooms Travel Plan 50 bedrooms Transport Statement 75 bedrooms
Elsewhere in the City Centre Parking Area	Staff/ Customers: One covered and secure cycle parking space per four bedrooms	 one space per 50 bedrooms minimum one space	One space per 10 bedrooms  20% of total	 parking spaces are included in the maximum standard, not additional to it.  EV – one parking space should be provided	A service bay for an 11m rigid vehicle should be available, unless servicing is permitted from the street	Transport Assessment 100 bedrooms

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

Use Class C2 and C2A






Residential Institutions and secure Residential Institutions





Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
City Centre Primary Retail Area	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.	Transport Contributions 25 bedrooms Travel Plan 50 bedrooms Transport Statement 75 bedrooms Transport Assessment 100 bedrooms
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle storage space per 5 bed-spaces Clients/Visitors: One cycle space per 10	 one space per 100 beds. Minimum one space	One operational parking space per 50 beds capable of standing an ambulance or minibus.		A bay capable of holding a rigid 11m vehicle required unless on street servicing is available.	





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





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.	Transport Contributions 10 dwellings 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		
Within all other parts of the Controlled parking within the Outer Ring Road	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	Parking for visitors and disabled drivers will normally be accommodated on-street in existing limited waiting bays 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 Provision of space for a car club will be expected	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	Transport Contributions 10 dwellings Travel Plan 80 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		Statement 50 dwellings Transport 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.	Transport Contributions 25 residents Travel Plan 75 residents
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.	Transport Statement 75 residents 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
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	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	Transport Contributions 500m ² Travel Plan










Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	<p>100m²</p> <p>Customers: Where possible, the provision of one cycle space per 50m² within the shopping area will normally be required.</p> <p>The TS or TA should inform the level of provision on larger developments</p>				<p>may become) time restricted access and existing off street servicing should be retained.</p>	<p>1000m²</p> <p>Transport Statement 1000 m²</p> <p>Transport Assessment unlikely to be required</p>
Elsewhere in the City Centre Parking Area	<p>Staff: One covered and secure cycle storage space per consulting room</p> <p>Visitors: One cycle space per consulting</p>	 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	<p> parking spaces are included in the maximum standard, not additional to it.</p> <p> EV – one parking space should be</p>	Provision for the dropping off and collection of patients Standing space for ambulance, minibus or a rigid 11m vehicle	<p>Transport Contributions 200m²</p> <p>Travel Plan 500m²</p> <p>Transport Statement</p>

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).	500m ² Transport Assessment 1000m ²
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	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 Visitors: one cycle space adjacent to principal entrances per 100m ² .	 one space per 1000 m ² (minimum one space)	Only operational car parking is permitted in this area. One operational parking space per 200m ² .  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	Transport Contributions 200m ² Travel Plan 500m ² Transport Statement 500m ² Transport Assessment- 1000m ²

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	
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 50m ² Visitors: one cycle space adjacent to principal entrances per. 100m ²	 one space per 700 m ² (minimum one space)	Staff and Visitors: One space per 35m ²  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	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.	Transport Contributions 200m ² Travel Plan 500m ² Transport Statement 500m ² Transport Assessment 1000m 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	








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 D1 and Use Class D2


Buildings for Assembly and Leisure 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	<p>Staff: One covered and secure cycle parking space per 100m²</p> <p>Customers: Where possible, the provision of one cycle space per 50m² within the shopping area will normally be required.</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	<p>Servicing may be possible from the street for smaller units (under 2000m²) but many areas have (or may become) time restricted access and existing off street servicing should be retained.</p> <p>Developments over 2000m² will normally require off street service bays capable of handling likely service vehicle generation, including provision for</p>	<p>Transport Contributions 500m²</p> <p>Travel Plan 1000m²</p> <p>Transport Statement 1000 m²</p> <p>Transport Assessment unlikely to be required</p>

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
					articulated vehicles.	
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  5% of total. spaces:  3% of total Parent and Child 5% of total.  EV – one parking space should be provided	Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle required.	Transport Contributions 200m ² Travel Plan 500m ² Transport Statement 500m ² Transport Assessment 1000m ²







Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
				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 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	 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 ² over 5000 m ²	A minimum bay capable of holding a rigid 11m vehicle required. Developments over 1000m ² 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	<p>Staff: One covered and secure cycle parking space per pitch</p> <p>Customers: One cycle space per 1000m² pitch area adjacent to principal entrance to the site. For associated buildings see section 9.</p>	<p> One space per 10,000 m². One space minimum</p> <p>Reduced levels of parking should be justified in accessible locations or locations where on-street parking is restricted</p>	<p>One space per 500m² of pitch area</p> <p> 5% of total. One space minimum</p> <p> secure parking should be provided at 5% of the level of car parking</p> <p>For associated buildings, see section 9.</p>	<p> parking spaces are included in the maximum standard, not additional to it.</p>	<p>Each proposal will be treated on its merits.</p>	<p>Transport Contributions three or more pitches</p> <p>Travel Plan three or more pitches</p> <p>Transport Statement three or more pitches</p> <p>Transport Assessment five or more pitches</p>










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	Transport Contributions 200m ² Of kiosk Travel 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 ² 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 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)	parking could be justified in locations where on-street parking is restricted	 one space  one space (secure parking)			

Guidance on Parking levels for other unspecified 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 TATS 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 ²). Developments over 2000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Transport Contributions likely to be required on developments over 200m ² Travel Plan likely to be required for developments over 500m ² Transport Statement likely to be required for developments over 1000 m ² Transport Assessment likely to be required for developments over 1500 m ²
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		

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		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 – District and local retail centres

	District retail centre
DC01	Bowthorpe Main Centre
DC02	Drayton Road
DC03	Eaton Centre
DC04	Plumstead Road
DC05	Aylsham Road/Mile Cross Road
DC06	Earlham House
DC07	The Larkman

	Local retail centre
LC01	Hall Road/Trafalgar Road
LC02	Hall Road/Queens Road
LC03	Hall Road/Southwell Road
LC04	Grove Road
LC05	Suffolk Square
LC06	Unthank Road
LC07	St Augustines Gate
LC08	Dereham Road/Distillery Square
LC09	Aylsham Road/Junction Road
LC10	Aylsham Road/Glenmore Gardens
LC11	Aylsham Road/Boundary Road
LC12	Woodcock Road

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LC13	Catton Grove/Ring Road
LC14	Magdalen Road
LC15	Sprowston Road/Silver Road
LC16	Sprowston Road/Shipfield
LC17	Bishop Bridge Road
LC18	Earlham West Centre
LC19	Colman Road/Avenues
LC20	Colman Road/The Parade
LC21	Woodgrove Parade
LC22	St John's Close/Hall Road
LC23	Tuckswood Centre
LC24	Witard Road
LC25	Clancy Road
LC26	UEA
LC27	Long John Hill
LC28	Magdalen Road
LC29	Aylsham Road
LC30	St Stephens Road



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 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.

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

<u>Pub Name (at November 2010)</u>	<u>Street</u>	<u>Listed Status</u>
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 (<i>former Festival House</i>)	St Andrews 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
Henry's (<i>former Lamb Inn</i>)	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

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Mischief Tavern	Fye Bridge Street	Listed Grade II
Plasterers Arms	Cowgate	Local Listing (City Centre CA)
Plough	St Benedict's Street	Listed Grade II
Pottergate	Pottergate	Not Listed
Red Lion	Bishopgate	Not Listed
Dog House (<i>former Red Lion</i>)	St George's Street	Listed Grade II
Ribs of Beef	Wensum Street	Local Listing (City Centre CA)
Sir Garnet Wolseley	Gentleman's Walk	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

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Outer area

<u>Pub Name (at November 2010)</u>	<u>Street</u>	<u>Listed Status</u>
Angel Gardens	96 Angel Road	Unlisted
Alexandra Tavern	Stafford Street	Not listed
Artichoke	Magdalen Road	Not Listed
Beehive	Leopold Road	Not Listed
Belle Vue	St Philip's Road	Not listed
Black Horse	Earlham Road	Listed Grade II
Blue Berry	20 Cowgate	Unlisted
Boundary	414 Aylsham Road	Unlisted
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	Unlisted
Coach and Horses	82 Thorpe Road	Listed Grade II
Coachmakers Arms	7 St Stephens Road	Listed Grade II
Duke of Wellington	91-93 Waterloo Road	Unlisted
Eagle	Newmarket Road	Listed Grade II*
Eaton Cottage	Unthank Road	Local Listing (Unthank and Christchurch CA)
Farmhouse	50 Colman Road	Unlisted
Fat Cat	Adelaide Street	Not listed
Freed Man	112 St Mildreds Road	Unlisted
Freemasons Arms	Hall Road	Not listed
Garden House	Pembroke Road	Not listed
Gatehouse	Dereham Road	Not Listed

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Gibraltar Gardens	Heigham Street	Listed Grade II
Heartsease	Plumstead Road	Not listed
Jubilee	St. Leonard's Road	Not listed
King's Arms	Hall Road	Local Listing (Bracondale CA)
King Edward VII	63 Aylsham Road	Unlisted
Lord Rosebery	94 Rosebery Road	Unlisted
Mad Moose (<i>former Warwick Arms</i>)	Warwick Street	Not listed
Marlpit	Hellesdon Road	Listed Grade II
Mulberry (<i>former Rose Valley</i>)	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	Unlisted
Temple Bar (<i>former Tuns</i>)	Unthank Road	Listed Grade II
The Stores (<i>former Provision Stores</i>)	Dereham Road	Not Listed
Trafford Arms	Trafford Road	Not listed
Trowel and Hammer	St. Stephen's Road	Local Listing (Newmarket Road CA)
Unthank Arms	Newmarket Street	Not listed
Whalebone	Magdalen Road	Local Listing (Sewell CA)
Windmill	211 Aylsham Road	Unlisted
Windmill	Knox Road	Unlisted
York Tavern	Leicester Street	Not listed

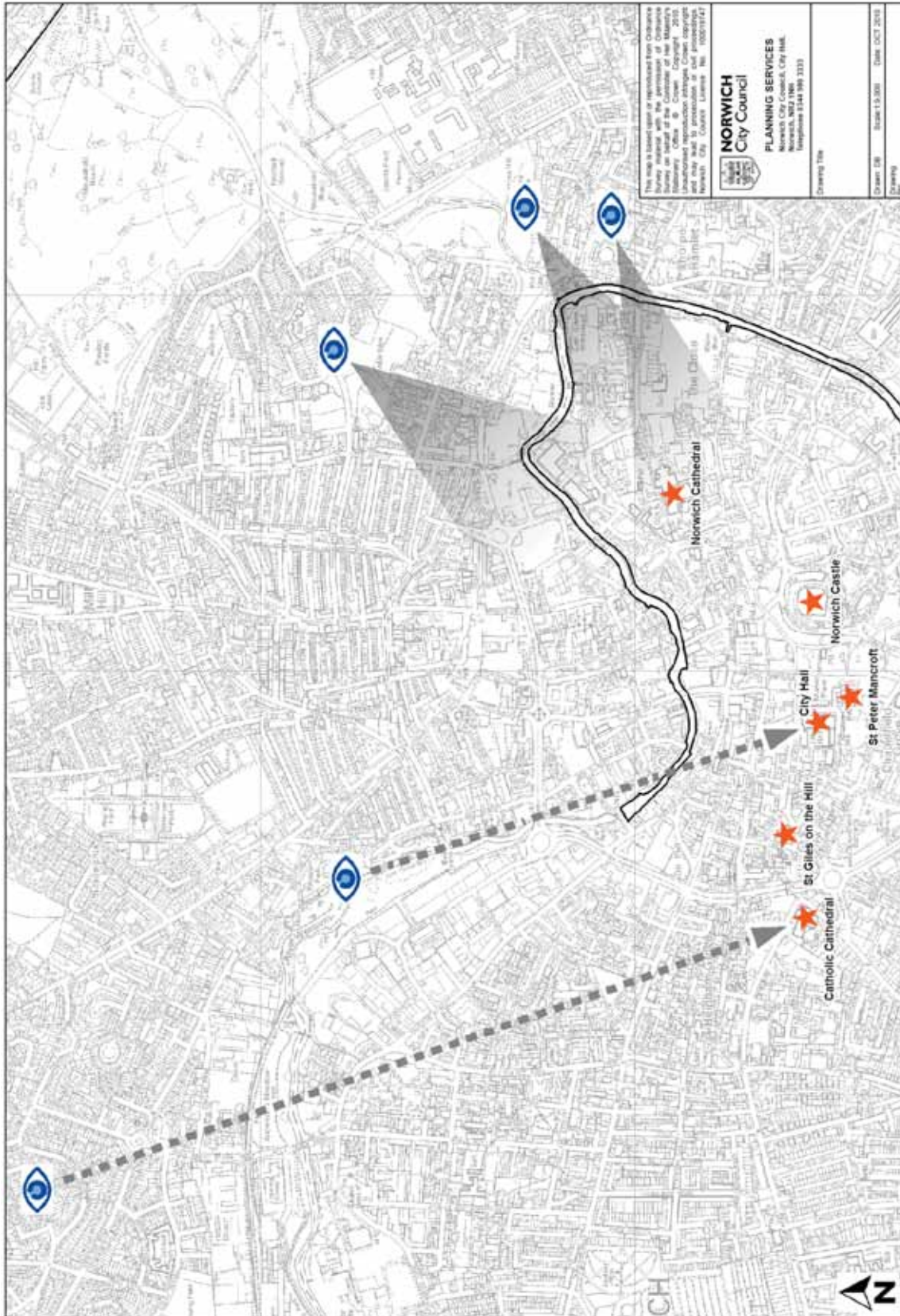


Appendix 7 – Views

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