

# **Appropriate Assessment screening**

for

Norwich City Council  
Development Management Policies Plan

**December 2010**

# Issue

## Quality control

Appropriate Assessment screening

for

Norwich City Council  
Development Management Policies Plan

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Date: 20 <sup>th</sup> December 2010	Date: 20 <sup>th</sup> December 2010

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# Contents

## Part 1: Text

### Executive summary

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	The plan being considered.....	1
1.2	Appropriate Assessment requirement.....	1
1.3	Appropriate Assessment process .....	2
1.4	European sites.....	3
<b>2</b>	<b>European sites potentially affected.....</b>	<b>4</b>
2.1	Sites within the Development Management Policies Plan area .....	4
2.2	Sites outside the Development Management Policies Plan area .....	4
2.3	Other relevant plans or projects affecting these sites .....	5
<b>3</b>	<b>Likely significant effects.....</b>	<b>6</b>
3.1	Connected with the management of European sites .....	6
3.2	Criteria for screening of individual policies.....	6
3.3	Screening of individual policies.....	6
3.4	Screening of the whole Development Management Policies Plan .....	6
3.5	Screening of the Development Management Policies Plan in combination with other plans .....	6
3.6	Conclusion of screening ('likely significant effect') .....	7
<b>4</b>	<b>Summary of conclusions of the Appropriate Assessment .....</b>	<b>8</b>
4.1	Individually assessed sites .....	8
4.2	The Plan in combination with other proposed development in Greater Norwich .....	8
<b>5</b>	<b>Limitations to the assessment.....</b>	<b>9</b>
5.1	Use of a draft version of the Plan .....	9
5.2	Further work needed.....	9

## Part 2: Figures

- 01 European sites in the study area
- 02 Sites given in the Development Management Policies Plan

## Part 3: Appendices

- 01 List of policies being considered.
- 02 Screening of Development Management Policies

## **Executive summary**

This document is the screening for an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2010, of Norwich City Council's Development Management Policies Plan, which forms part of the Council's Local Development Framework. The Plan being assessed was supplied by Norwich City Council in October 2010. There are 33 detailed policies within the plan which would be used to determine the acceptability of proposed development.

The Appropriate Assessment screening in this report is carried out on behalf of Norwich City Council to allow them to decide whether to give effect to the plan. The plan would not be sound if there was a likely significant effect and subsequent Appropriate Assessment which could not show that there was no adverse effect upon the integrity of nature conservation sites of European importance as recognised by their designation as Special Areas of Conservation and / or Special Protection Area. The Development Management Policies Development Plan is likely to be subject to an Examination in Public, and this Appropriate Assessment screening will also be open to scrutiny at that Examination.

The assessment showed that there was no likely significant effect on any European nature conservation sites for any individual policy, the whole plan, or the plan in combination with any other plan. A full Appropriate Assessment was therefore not required.

## ***Part 1: Text***

# 1 Introduction

## 1.1 The plan being considered

- 1.1.1 This document sets out the screening process for an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2010, of Norwich City Council's Development Management Policies Plan, which forms part of the Council's Local Development Framework.
- 1.1.2 The Development Management Policies Plan conforms to the Joint Core Strategy, also part of the Council's Local Development Framework, which is prepared jointly for Broadland, Norwich and South Norfolk districts. The Development Management Policies Plan is being prepared individually for the City of Norwich area alone and will provide clear city-wide policies up to 2026 and be used in making planning decisions.
- 1.1.3 The Development Management Policies Plan being screened was supplied by Norwich City Council in mid October 2010. Three policies were subsequently revised. There are 33 policies within the plan. The policies being considered (incorporating the revised policies) are included in Appendix 1. Purple highlights in the policies are section numbers or appendix numbers that may change before the final draft. There are two yellow highlighted areas, which indicate that further background text or information is needed. The updating of the highlighted text in due course is not expected to change the policies to any significant extent, nor necessitate any significant change to the screening process in this document.

## 1.2 Appropriate Assessment requirement

- 1.2.1 The Appropriate Assessment process is required under the Conservation of Habitats and Species Regulations 2010. These regulations are often abbreviated to, simply, the 'Habitats Regulations'.
- 1.2.2 Regulation 102 states that
- (1) Where a land use plan—
    - (a) is likely to have a significant effect on a European site in Great Britain or a European offshore marine site (either alone or in combination with other plans or projects), and
    - (b) is not directly connected with or necessary to the management of the site,the plan-making authority for that plan shall, before the plan is given effect, make an appropriate assessment of the implications for the site in view of that site's conservation objectives.
  - (2) The plan-making authority shall for the purposes of the assessment consult the appropriate nature conservation body and have regard to any representations made by that body within such reasonable time as the authority specifies.
  - (3) They shall also, if they consider it appropriate, take the opinion of the general public, and if they do so, they shall take such steps for that purpose as they consider appropriate.
  - (4) In the light of the conclusions of the assessment, and subject to regulation 103 (considerations of overriding public interest), the plan-making authority or, in the case of a regional spatial strategy, the Secretary of State shall give effect to the land use plan only after having ascertained that it will not adversely affect the integrity of the European site or the European offshore marine site (as the case may be).
  - (5) A plan-making authority shall provide such information as the Secretary of State or the Welsh Ministers may reasonably require for the purposes of the discharge of the obligations of the Secretary of State or the Welsh Ministers under this Part.
  - (6) This regulation does not apply in relation to a site which is—
    - (a) a European site by reason of regulation 10(1)(c); or
    - (b) a European offshore marine site by reason of regulation 15(c) of the 2007 Regulations (site protected in accordance with Article 5(4) of the Habitats Directive).

- 1.2.3 The plan-making authority, as defined under the Regulations, is Norwich City Council.
- 1.2.4 The screening in this report is carried out on behalf of Norwich City Council to allow them to decide whether an Appropriate Assessment is required. The Development Management Policies Plan is likely to be subject to an Examination in Public, and the screening process will also be open to scrutiny at that Examination.

### **1.3 Appropriate Assessment process**

- 1.3.1 The Appropriate Assessment process involves a number of steps, which are set out sequentially below.

#### ***Likely significant effect***

- 1.3.2 The Council, in consultation with Natural England should decide whether or not the plan is likely to have a significant effect on any European site. This is a 'coarse filter' and any effect, large or small, positive or negative, should be considered.

#### ***Connected to management of the site***

- 1.3.3 The Council should decide whether the plan is connected to the nature conservation management of European sites. Invariably, for a development plan, this is not the case.

#### ***Screening***

- 1.3.4 The combination of decisions on likely significant effect and connections to management is often called 'screening'. If the plan is likely to have a significant effect, and is not connected to the management of the site, an Appropriate Assessment is required.

#### ***Scoping***

- 1.3.5 The whole plan must be assessed, but a 'scoping' exercise helps decide which parts of the plan have potential to give rise to significant effects and therefore where assessment should be prioritised. Natural England is an important consultee in this process. The implementation of both screening and scoping process is described in Section 3 below.

#### ***Consultations***

- 1.3.6 Natural England is a statutory consultee, and so should be consulted at the draft plan stage. The public may also be consulted if it is considered appropriate, for example if the appropriate assessment is likely to result in significant changes to the plan.

#### ***Iterations and revision***

- 1.3.7 The process is iterative; the conclusions of the first assessment may result in changes to the plan, and so a revision of the assessment would be required. If the revised assessment suggests further plan changes, the iteration will continue.

- 1.3.8 Iterative revisions typically continue until it can be ascertained that the plan will not have an adverse affect on the integrity of any European site.

- 1.3.9 There are further provisions for rare cases where over-riding public interest may mean that a land-use plan may be put into effect, notwithstanding a negative assessment, where there are no alternatives to development, but these provisions are not expected to be routinely used.

#### ***Guidance and good practice***

- 1.3.10 This report has taken account of published guidance and good practice including: Department for Communities and Local Government, 2006, *Planning for the Protection of European Sites: Appropriate Assessment under The Conservation (Natural Habitats &c.) (Amendment) (England and Wales) Regulations 2006: Guidance for Regional Spatial Strategies and Local Development Documents*; Office of the Deputy Prime Minister (ODPM), Circular 06/2005, Department for Environment Food and Rural Affairs Circular 01/2005, *Biodiversity and Geological Conservation: Statutory obligations and their impact within the planning system*; and Royal Society for the Protection of Birds, 2007, *The Appropriate Assessment of Spatial Plans in England: A guide to why, when and how to do it*.

## 1.4 European sites

- 1.4.1 European sites, often known as Natura 2000 sites across Europe, are those legally registered as Special Protection Areas (for bird sites) and Special Areas of Conservation (for species other than birds, and habitats). These are usually abbreviated as SPA and SAC respectively. Wetlands of International Importance, designated under the Ramsar Convention, are usually abbreviated as Ramsar sites.
- 1.4.2 Although the Appropriate Assessment process only legally applies to European sites, Government Policy in PPS9<sup>1</sup> is to apply the same protection to Ramsar sites.
- 1.4.3 As the interest features of the Ramsar sites are usually very similar to the interest features of the SPA and / or SAC designations, both geographically and ecologically, the assessment below, for clarity does not always repeat Ramsar site names. The assessment does however consider Ramsar sites fully, and if an assessment for a Ramsar site was found to differ from that for the respective SPA / SAC, this would be clearly identified.

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<sup>1</sup> Planning Policy Statement 9 Biodiversity and Geological Conservation. Office of the Deputy Prime Minister, 2005.



## 2 European sites potentially affected

### 2.1 Sites within the Development Management Policies Plan area

- 2.1.1 All European sites (including Ramsar sites) within the Development Management Policies Plan area, which includes the whole City of Norwich, are potentially affected.
- 2.1.2 The only European site within the City of Norwich is the River Wensum SAC. The River Wensum flows from the north-west of the City through the City centre and then flows into the River Yare downstream of Norwich. The part of the River Wensum which is designated as SAC is primarily north-west of Norwich, with only a 60m length of the SAC lying within the Norwich City Council area.
- 2.1.3 The River Wensum SAC is shown on Figure 01. The River Wensum is also designated as River Wensum Site of Special Scientific Interest under national legislation.

### 2.2 Sites outside the Development Management Policies Plan area

- 2.2.1 European sites in neighbouring Districts are also potentially affected by development within the City of Norwich. These neighbouring Districts/Boroughs are Broadland District Council and South Norfolk District Council, and other adjacent Local Authority areas.
- 2.2.2 European sites in the vicinity are large and can overlap Local Authority boundaries, so are listed below without reference to specific Districts/Boroughs. A 5km radius from the boundary of the City of Norwich was chosen as the 'area of search' within which European sites potentially affected by development on the sites in the Development Management Policies Plan were identified, although impacts beyond the 5km radius were also considered.
- 2.2.3 The boundary of Norwich City Council has an unusual feature. The River Wensum downstream from New Mills forms part of the Broads Authority Executive Area, but the riverbanks only are within the city council's area. No development management policies are proposed in the Development Management Policies Plan specifically for the river, and so it is not necessary to consider this unusual feature further. For clarity, Figure 01 does not show this boundary feature.
- 2.2.4 European sites within the 5km radius are
  - The Broads SAC
  - Broadland SPA
  - Broadland Ramsar
- 2.2.5 The boundaries of the international sites with similar names were found to overlap, for example the boundaries of Broadland Ramsar site, The Broads SAC, and Broadland SPA are more or less identical within the study area. The European sites are composed of one or more Sites of Special Scientific Interest as shown below.

Component SSSIs of each European site

European site name	Component Sites of Special Scientific Interest within 5km of the City of Norwich
River Wensum SAC	River Wensum SSSI
The Broads SAC, Broadland SPA, Broadland Ramsar site	Crostick Marsh SSSI

- 2.2.6 The above European sites are shown on Figure 01 and information on their interest features are given in Appendix 3. The component Sites of Special Scientific Interest are also given in Appendix 3, namely Crostick Marsh SSSI and River Wensum SSSI.

## **2.3 Other relevant plans or projects affecting these sites**

2.3.1 In addition to a potential effect from the Norwich City Council Development Management Policies Plan Core Document, the European sites are also affected by a number of plans or projects, including other Local Development Framework documents of Norwich City Council, including the Joint Core Strategy for Broadland, Norwich and South Norfolk and the Site Allocations Development Plan, the Local Development Framework documents of other neighbouring Local Authorities, the Regional Spatial Strategy (although this is undergoing abolition), existing developments and proposed developments, management carried out by land managers with the consent of Natural England and third party effects such as recreation, etc.

2.3.2 In the context of this Appropriate Assessment screening, the most relevant other plans or projects to be considered are

- the Joint Core Strategy for Broadland, Norwich and South Norfolk
- The East of England Plan (although currently being revoked)
- Norwich City Council's Site Allocations Development Plan

2.3.3 These plans are considered as part of this Appropriate Assessment screening of Norwich City Council's Development Management Policies Plan.

### **3 Likely significant effects**

#### **3.1 Connected with the management of European sites**

3.1.1 For completeness, it is considered that the Development Management Policies Plan is not necessary for, or connected with, the nature conservation management of European sites within the City of Norwich.

#### **3.2 Criteria for screening of individual policies**

3.2.1 The screening of proposed development management policies is a process to determine which, if any, of the individual policies requires individual assessment. For example, some of the proposed policies might each have a direct or indirect effect upon an international site, whilst other individual policies may have no effect. Criteria are set to determine which individual policies may have an effect. Effects from a combination of sites are also considered.

3.2.2 The criteria for determining if an individual site, or a combination of sites, would have a likely significant effect, and require assessment, are based on the characteristics of the relevant European site.

3.2.3 For River Wensum SAC within the City of Norwich or within the 5km study area, likely significant effects of individual sites could be

- Development on or adjacent to the designated site damaging the wetland vegetation of special interest
- Increased recreation, causing damage to bankside vegetation and increased littering / flytipping
- Reduction in water levels, from increased water demand in the area
- Reduction of water quality, from increased discharges of sewage and surface water drainage, or from pollution incidents, either during, or after, construction
- Increased fluctuation in flows, resulting from unattenuated surface water drainage

3.2.4 For Broadland SPA, The Broads SAC, and Broadland Ramsar site (Crostick Marsh SSSI) within the 5km study area, likely significant effects of individual sites could be

- Increased recreation, causing damage to wetland vegetation and disruption to grazing management
- Increased recreation, leading to disturbance of the SAC feature of otter
- Reduction in water levels, from increased water demand in the area
- Reduction of water quality, from increased discharges of sewage and surface water drainage, or from pollution incidents, either during, or after, construction

#### **3.3 Screening of individual policies**

3.3.1 The table in Appendix 2 lists each development management policy, with a brief explanation of the policy, and assessed whether the policy is likely to have a significant effect on any European site. Figure 02 is a plan of selected sites (Airport, office, University, and Yare Valley) referred to in the Plan.

3.3.2 The conclusion drawn from the table in Appendix 2 is that none of the policies are likely to have a significant effect on any European site.

#### **3.4 Screening of the whole Development Management Policies Plan**

3.4.1 The combination of all policies is also unlikely to have a significant effect on any European site; policies in this Plan do not have cumulative effects.

#### **3.5 Screening of the Development Management Policies Plan in combination with other plans**

- 3.5.1 The Norwich Site Allocations Development Plan is likely to have a significant effect upon European sites, and an Appropriate Assessment has been carried out for this plan by The Landscape Partnership. The conclusion of this Appropriate Assessment is that there would be no adverse effect upon the integrity of European sites provided that issues at the Joint Core Strategy were resolved through necessary mitigation measures. The Joint Core Strategy of the Greater Norwich Development Partnership (GNDP), which includes the City of Norwich, is also likely to have a significant effect upon European sites, and an Appropriate Assessment has been carried out for this plan by Mott McDonald Ltd.
- 3.5.2 The Development Management Policies Plan does not alter the effects of those other plans, nor do those other plans alter the effects of the Development Management Policies Plan on European sites. For example, there is no interaction between the plans that increases the effect of any of those plans. There is therefore no in-combination effect.

### **3.6 Conclusion of screening ('likely significant effect')**

- 3.6.1 It is concluded that the Norwich City Council Development Management Policies Plan is not likely to have a significant effect on any European site, and no Appropriate Assessment is necessary. This conclusion is made for each individual policy, for the whole plan, and for the combination of this plan with any other plan.

## **4 Summary of conclusions of the Development Management Policies Plan**

### **4.1 Individually assessed policies**

4.1.1 The assessment above showed that there was no likely significant effect on any European sites from any policies (individually or collectively) within the Development Management Policies Plan.

### **4.2 The Plan in combination with other proposed development in Greater Norwich**

4.2.1 It is concluded that the Norwich City Council Development Management Policies Plan is not likely to have a significant effect on any European site in combination with any other plan, and no Appropriate Assessment is necessary.

## **5 Limitations to the assessment**

### **5.1 Use of a draft version of the Plan**

- 5.1.1 This screening exercise was based on the state of the plan as it was at November 2010. Subsequent updates to the plan may need to be separately screened, although the nature of the Plan is that it is very unlikely that any subsequent changes will result in a different conclusion.

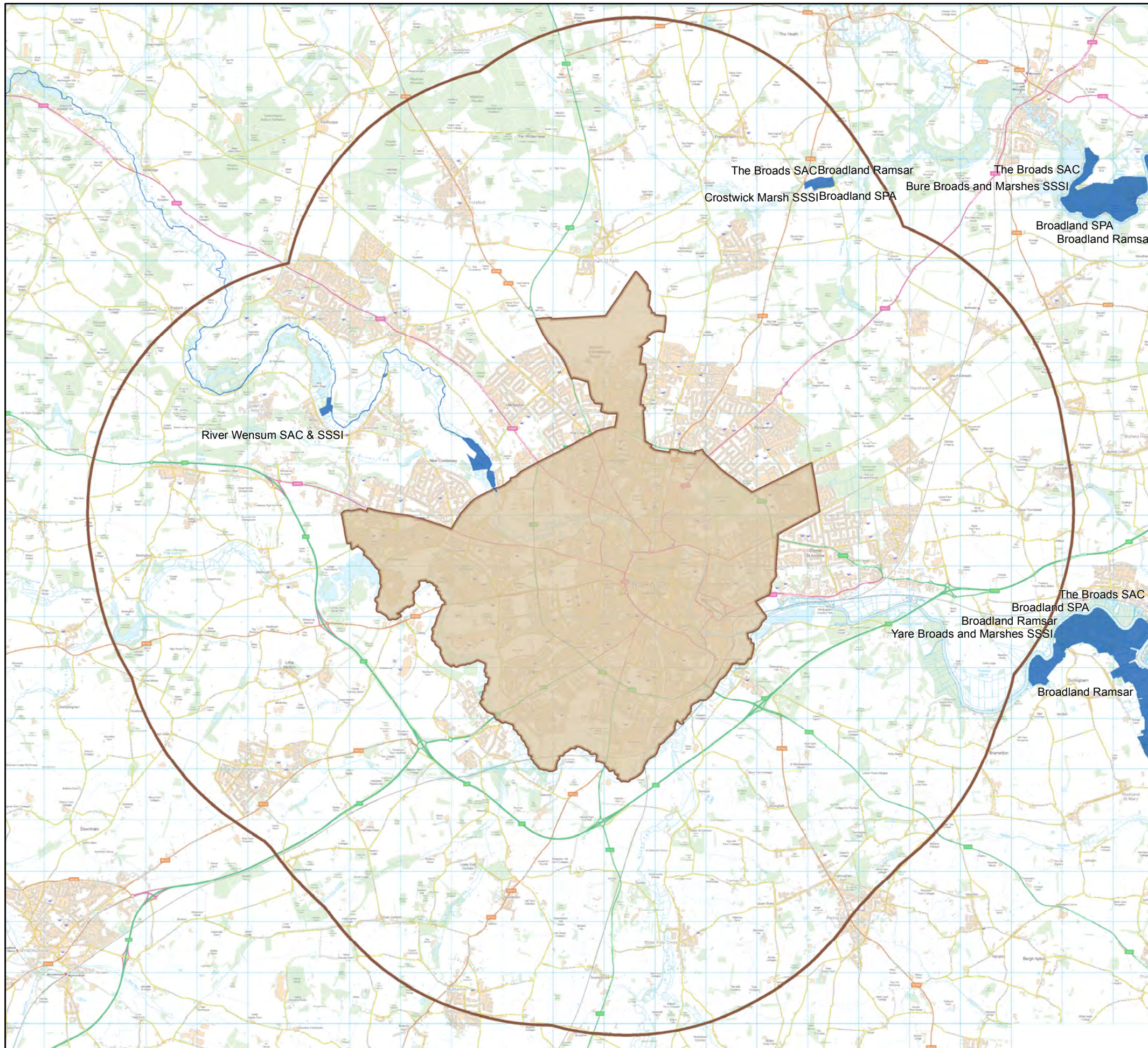
### **5.2 Further work needed**

- 5.2.1 No further work is required, subject to the comments on Plan updates mentioned on Section 5.1 above.

## ***Part 2: Figures***

***Figure 1***





**Key**

- International sites
- Norwich City
- 5km catchment

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Figure 01 International Sites within 5km of the City of Norwich.

N10619 Appropriate Assessment screening of Norwich City Council Development Management Policies Plan



0 2,500 5,000 10,000 Metres

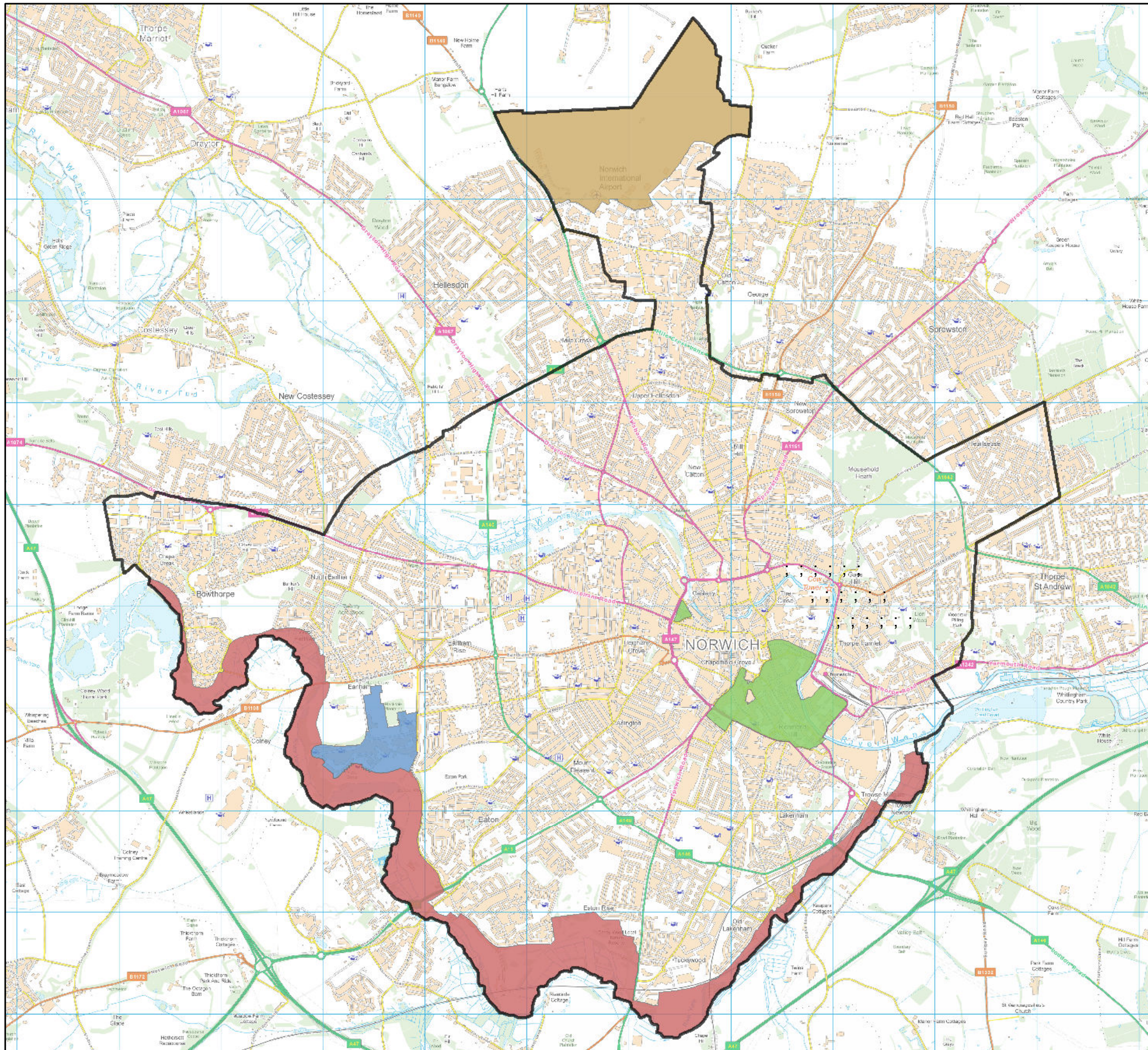
Scale 1:80,000

Drawn by: SB

Checked by: NS



***Figure 2***



- Key**
- Airport\_Consult
  - Office\_Loc\_Consult
  - Norwich City
  - University\_Consult
  - Yare\_Valley\_Consult

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N10619 Appropriate Assessment of Norwich City Council Site Allocations Development Plan

Figure 02 Sites Proposed in the Development Management Policies Plan



Scale 1:40,000

Drawn by: SB

Checked by: NS



## ***Part 3: Appendices***

# ***Appendix 1***

**Norwich City Council**  
**Local Development Framework**  
**Development Management Policies Plan**  
**Regulation 25 Consultation**  
**January- February 2011**

## Contents

## **Introduction and context**



## **Policies**

### **Planning Statements**

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#### **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.

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##### **Supplementary text**

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).

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.

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.

## **Amenity Considerations**

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### **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.

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### **Supplementary text**

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.

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 cumulative impacts. The term development includes the activity and its direct impacts (i.e. traffic).

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

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.

Conversions to residential uses where there is insufficient external amenity space will only be permitted in exceptional circumstances. The term enabling development refers to development which would not normally be acceptable, but is allowed as it secures the proper repair of an historic asset. In all cases the developer is required to explore all options including the use of roof terraces, balconies and shared courtyards.

## Design

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### **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.

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### Supplementary text

- 2.9 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.

- 2.10 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.
- 2.11 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.
- 2.12 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.
- 2.13 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.
- 2.14 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.

- 2.15 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.
- 2.16a 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.
- 2.16b 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 particularly 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.
- 2.17 As set out in the Joint Core Strategy, Building for Life (published by CABE) 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.



## Energy

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### **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.

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#### Supplementary text

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.

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.

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.

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.

Further detailed guidance is set out in the companion guide accompanying PPS 22.

## Water

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### **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 lowest 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.

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### Supplementary text

The purpose of this policy is to minimise flood risk to new development and to protect existing development from an 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.

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.

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 and 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.

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.

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.

The Level 2 Strategic Flood Risk Assessment shows that the exceptions test will not be required for allocated housing sites within Norwich.

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 strategy applies to the Northern City Centre Area as defined by the Area Action Plan and the Rose Lane/Mountergate/King Street area. 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.

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.

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.

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.

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 developments involving new buildings or extensions, with the exception of householder development, will be required 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.

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 m<sup>2</sup> 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 there is some doubt about the accuracy of the map, 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.

## **Environmental assets**

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### **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.

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### **Supplementary text**

- 2.35 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.
- 2.36 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.

- 2.37 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.
- 2.38 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.
- 2.39 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.
- 2.40 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.
- 2.41 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.
- 2.42 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.

2.43 – paragraph deleted.



## **Trees and development**

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### **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.

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### **Supplementary text**

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. 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.

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.

For the purpose of this policy protected trees include those protected by a Tree Preservation Order, 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.

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.

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.

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.

## **Open space**

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### **Policy DM8**

#### **Protection of existing open space**

Development leading to the loss of open spaces, 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.

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### **Supplementary text**

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 for sport

and recreation is of vital importance in enhancing social well-being, health and amenity, as well as providing sites of ecological and wildlife value and improving the appearance of the city.

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

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.

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.

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.

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 Infrastructure Project Plan (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.

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 purpose of this policy child bedspace 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.

Further detail on the provision of open space will be set out within an appendix of this plan or within a Supplementary Planning Document.

## **The historic environment and heritage assets**

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### **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 place 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.

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## Supplementary text

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.'*

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**

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.

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.

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.

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.

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.

### **Locally identified heritage assets**

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.

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.

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**

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.

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**

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.

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.

## **Telecommunications**

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### **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) green infrastructure protection and opportunity areas (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.

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#### **Supplementary text**

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.

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.

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.

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.

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.

Further information on telecommunication development is available in PPG8: Telecommunications.

## **Environmental protection**

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### **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

- a) it can be demonstrated by site investigations that no evidence of contamination which is likely to affect the grant of planning permission; and
- b) where necessary provide a method of treatment to deal with any hazards found.

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### **Supplementary text**

#### **Health and Safety Executive areas**

Sites and installations, which have quantities of hazardous substances present on site are designated as 'notifiable installations' by the Health and Safety Executive.

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:

- a) Calor Gas, Livestock Market site
- b) Bayer Cropscience
- c) Heigham Waterworks
- d) Gas Holders – Bishop Bridge Road and Cremorne Lane

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.

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.

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**

In Norwich numerous examples of subsidence due to poor ground conditions have been recorded historically. 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.

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.

It is the responsibility of the developer to determine whether land is suitable for a particular purpose and therefore the developer should make a thorough 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.

The streets 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**

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.

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).

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.

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**

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** considers the issue of noise and amenity.

## **Air pollution**

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 air-borne

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.

## **Principles for residential development**

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### **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).

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#### **Supplementary text**

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.

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.

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.

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.

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.

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%.

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.

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.

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](#)

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 Infrastructure Project Plan (LIPP).

## **Flats, buildings of multiple occupation and residential institutions**

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### **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.

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### **Supplementary text**

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.

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.

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).

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.

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.

## **Gypsy and Travellers and Travelling Showpeople**

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### **Policy DM14**

#### **Gypsies 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.

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#### **Supplementary text**

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.

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** 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 and green infrastructure protection areas. In accordance with **policy DM16** of this plan, sites will not be acceptable on defined employment areas.

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.

## **Loss of residential accommodation**

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### **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.
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#### **Supplementary text**

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.

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.

## **Employment development**

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### **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 conflicts 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.

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### **Supplementary text**

In order to support jobs and economic growth as set out in Policy 5 of the Joint Core Strategy, the policy protects existing employment areas from redevelopment for other uses.

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).

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.

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.

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.

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.

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.

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.

## **Protection of small and medium scale business**

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### **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.

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#### **Supplementary text**

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.

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.

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.

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.

## Town centre uses

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### **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.

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#### Supplementary text

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.

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.

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.

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).

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.

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.

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.

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.

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.

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.

## Offices

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### **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 improves 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.

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#### Supplementary text

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. 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 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.

The city also contains a wider variety of existing older office buildings many of which do not 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.

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. For sites also within the defined primary shopping area there is no requirement to provide substantial office space as part of this policy, although proposals which include office space above ground floor level will be treated favourably.

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.

## Changes of use within retail centres

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### 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
<b>Primary Retail Area</b>	85%
<b>Secondary Retail Area</b>	
Upper St Giles	70%
Pottergate/St John Maddermarket	70%
St Benedicts	60%
Elm Hill	60%
London Street (east)	40%
<b>Large District Centres</b>	
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.

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### Supplementary Text

The purpose of this policy is to balance the priorities between different town centre uses within the city centre. 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.

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.

Further regeneration of the city centre, as set out in policy 11 of the Joint Core Strategy, will be managed through this policy.

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.

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.

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.

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.

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 reasonable 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.

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.

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.

## Policy DM21

### District and Local retail centres

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:

- 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;
- b) the proposal would not have a harmful impact on the vitality and viability of the centre; and
- c) the proposed use provides a service appropriate to the centre's position in the hierarchy.

	The percentage of A1 units should not fall below the following thresholds at ground floor level within the defined retail centres
<b>District retail centres</b>	
DC01 Bowthorpe Main Centre DC02 Drayton Road DC04 Plumstead Road DC05 Aylsham Road/Mile Cross Road DC06 Earlham House	60%
DC07 The Larkman	50%
DC03 Eaton Centre	40%
<b>Local retail centres</b>	
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	60%

LC24 Witard Road LC25 Clancy Road LC27 Long John Hill LC28 Magdalen Road LC30 St Stephens Road	
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%
LC29 Aylsham Road	20%

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.

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.

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.

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

Policy 12 of the Joint Core Strategy sets out that local and district centres should be protected and enhanced. Local and district centres provide local and convenient facilities for people which are easily accessible by walking and cycling. 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.

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.

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.

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.

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.

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.

## **Community facilities**

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### **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.

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## Supplementary text

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. Community facilities are important for the quality of life for those that live, work and visit the city centre and neighbourhood areas. 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.

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.

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.

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 sites 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.

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. 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.

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.



## **Evening, leisure and the late night economy**

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### **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 of the defined leisure area. Within the primary retail areas, leisure uses may be appropriate but 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.

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### **Supplementary text**

This policy seeks to manage the evening and night-time economy. The purpose of the policy is to encourage a diverse range of complementary leisure, evening and night-time uses which appeal to a wide range of age and social group whilst ensuring that development does not harm the character, amenity, function, 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.

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 Leisure Area on the proposals map.

For the purposes of this policy hospitality uses is defined as cafes and restaurants. It 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.

Norwich City Council's Licensing Policy sets out the Council's approach to licensing and the expectations that the Council has for 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 to the licensing hours, the applicant must observe the earlier closing time.

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.

A Supplementary Planning Document will be produced to provide further detail on the evening and late night economy in Norwich.

## Hot food takeaways

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### 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.

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#### Supplementary text

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.

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.

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 effects. 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.

## Retail warehouses

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### **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.

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#### Supplementary text

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.

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.

## University of East Anglia (UEA)

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### **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.

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#### Supplementary text

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.

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.

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.

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.

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.

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.

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.

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**

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.

## **Norwich airport**

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### **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.

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#### **Supplementary text**

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.

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.

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.

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.

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.

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.

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.



## Encouraging sustainable travel

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### 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 the **transport annexe**; and
- e) provision should be made for the inclusion of a car club, in accordance with the criteria and thresholds set out in the **transport annexe**.

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#### Supplementary text

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.

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).

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 3 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.

## **City Centre Public Off-street Car parking**

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### **Policy DM29**

#### **City Centre Public Off-street Car parking**

Within the area **defined on the plan as City Centre**, 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.

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### **Supplementary text**

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.

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'.

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 the [Transport Annexe](#)) 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.

The restraint on City Centre car parking has been in operation since 1995, but the adoption of the Local Plan in 2004 extended to 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 plan, 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.

Outside this central area, parking will normally be provided on site in accordance with the Parking Standards contained in the [Transport Annexe](#).

## **Access and Highway Safety**

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### **Policy DM30**

#### **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.

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#### **Supplementary text**

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.

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.

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.

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.

## **Car parking and servicing**

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### **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 the **Transport Annexe**. 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.

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#### **Supplementary text**

PPG 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, 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.

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.

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.

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.

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 the [Transport Annex](#).

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



## **Car Free and Low Car Housing**

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### **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 areas; 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.

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### **Supplementary Text**

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.

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.

## Transport Contributions

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### **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;

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#### Supplementary Text

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.

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)).

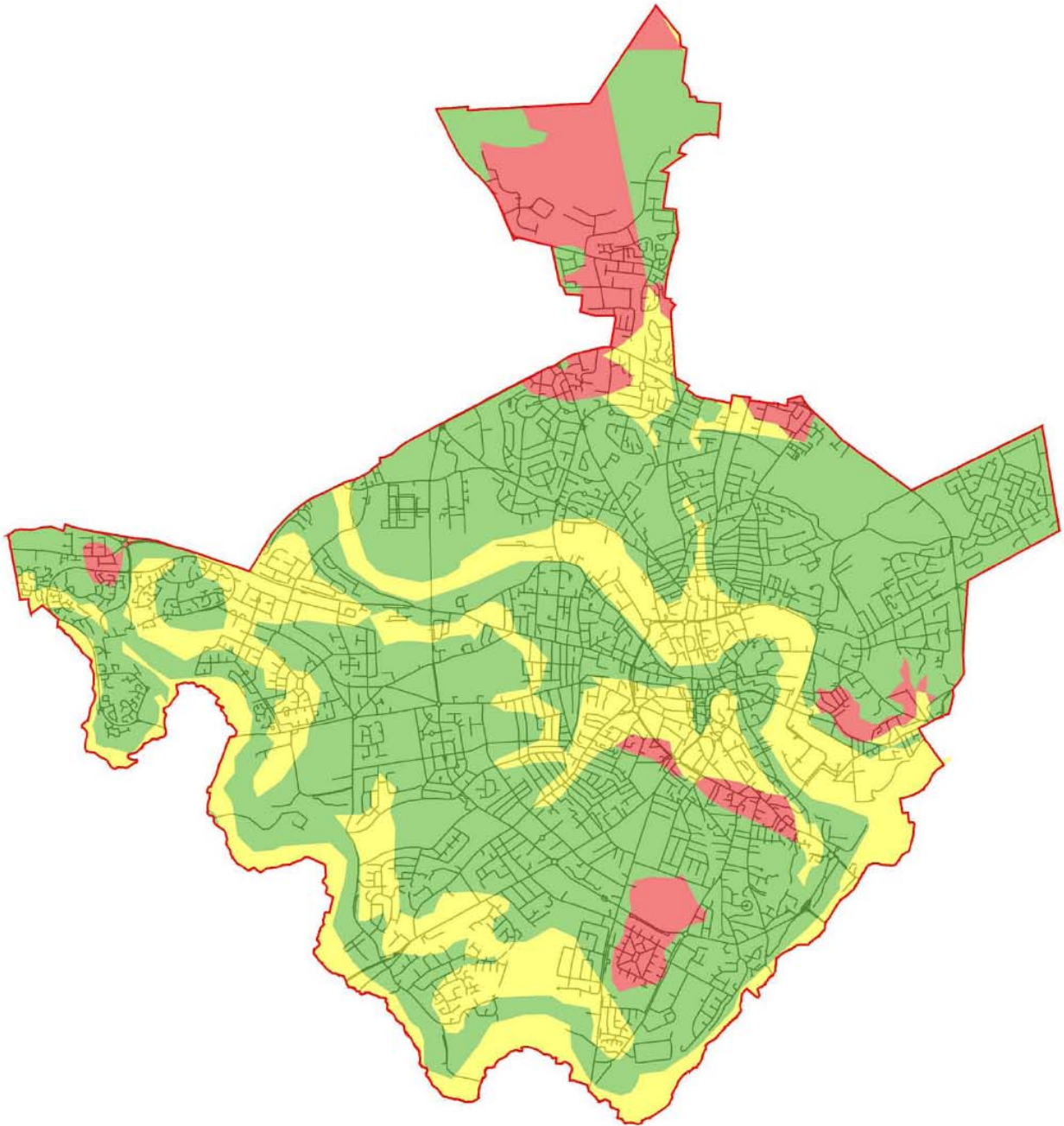
NATS policy 8 seeks to improve accessibility within the urban area of Norwich by accommodating the growth in the number of trips by means other than the private car and a programme for infrastructure improvements has been

produced that identifies the major elements of the transport network that will need to be provided 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).

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 the **Transport Annex**. 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 the **Transport Annex**.

## Appendix 1 - Infiltration capacity drainage map

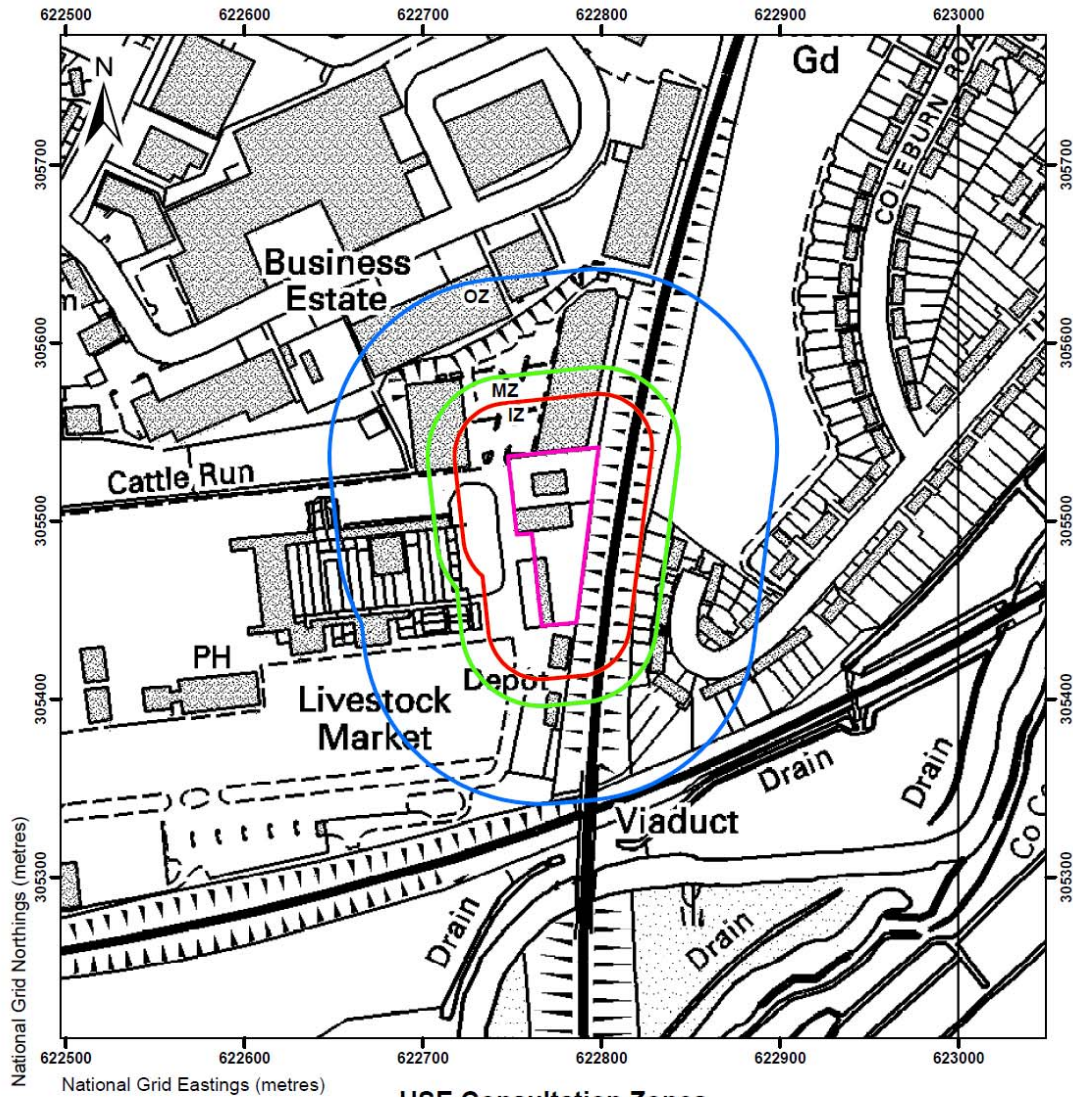


### Legend

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

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## Appendix 2 – Health and Safety Executive Area



### 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

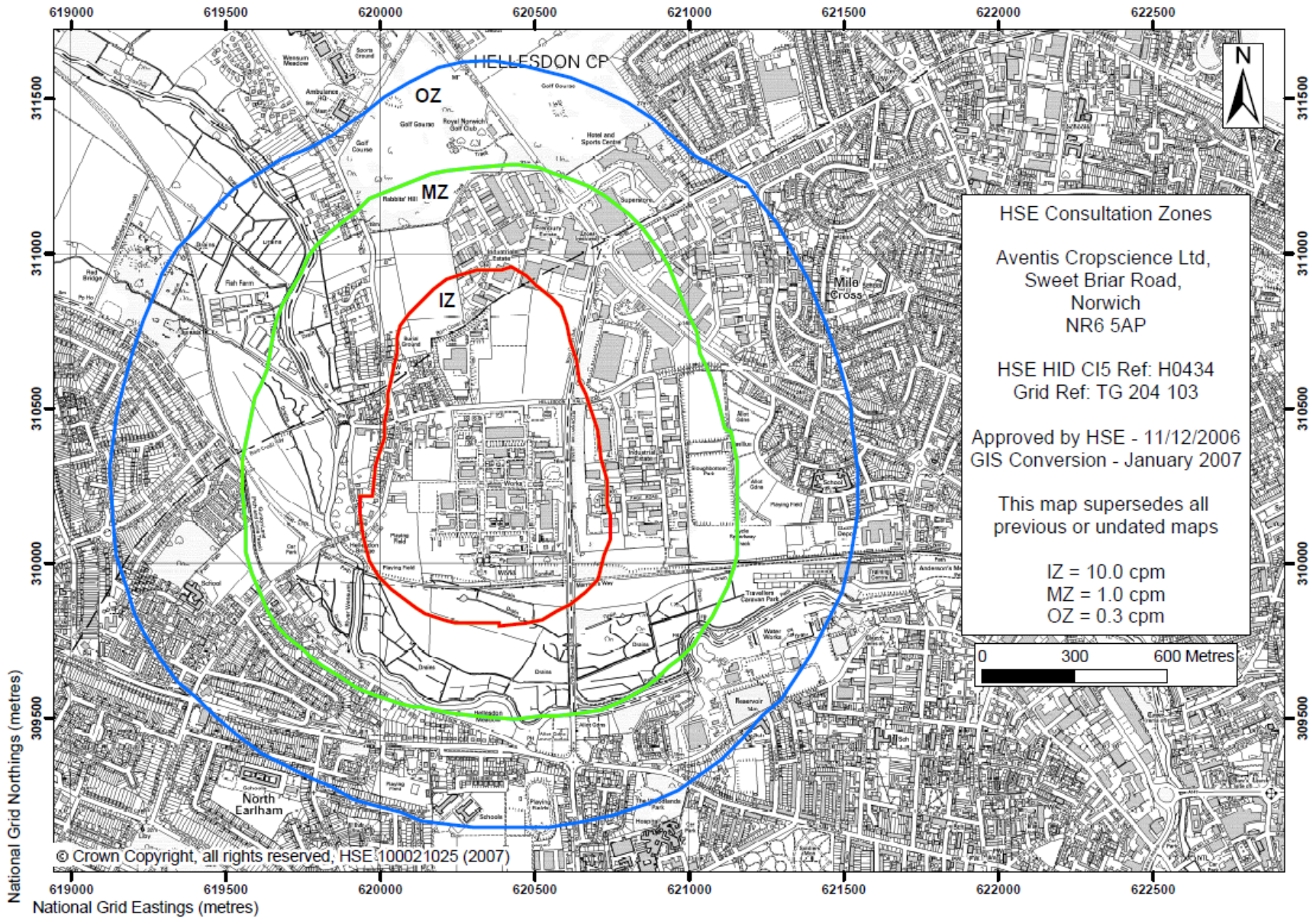
Prepared - January 2007

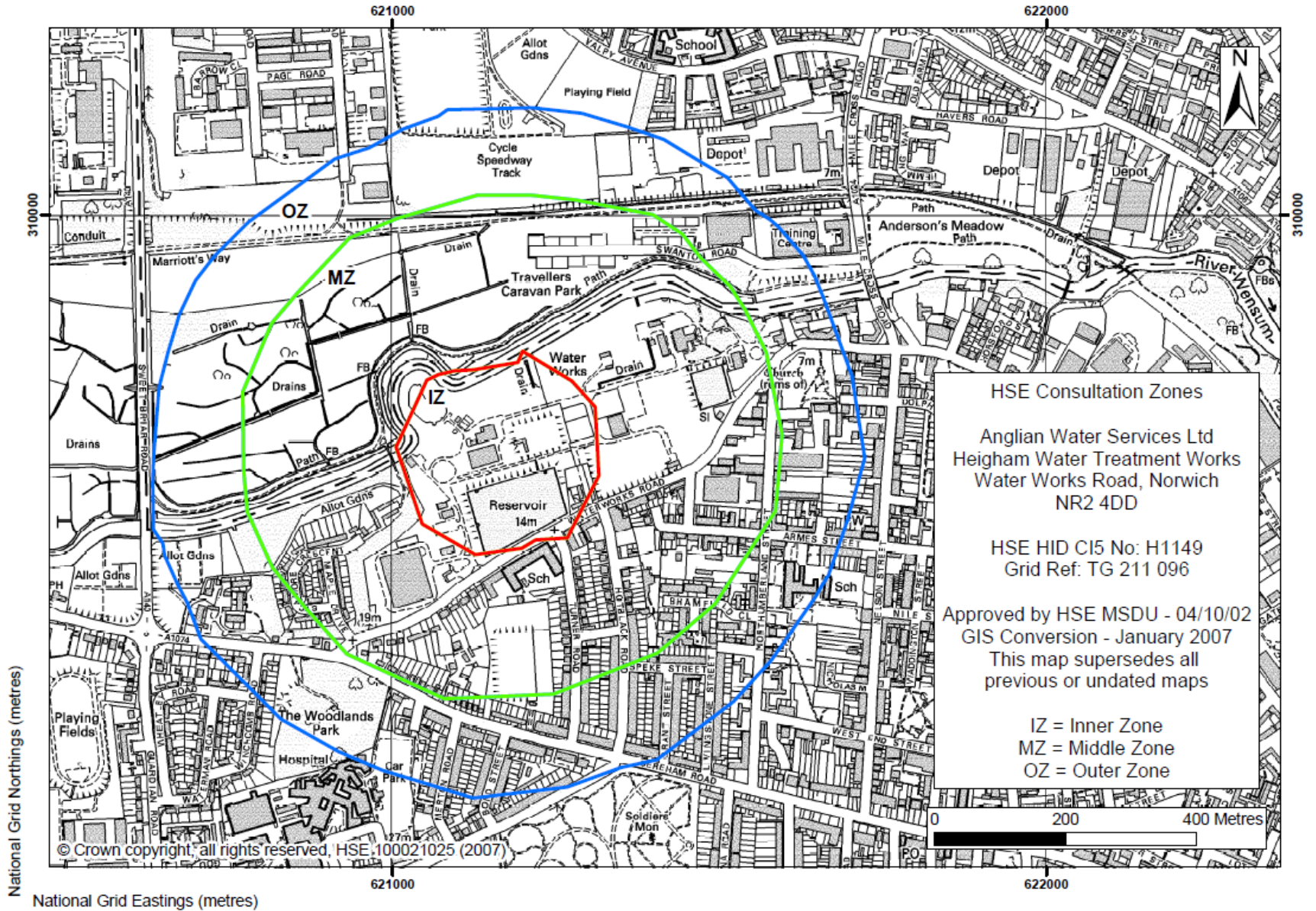
This map supersedes all previous or undated maps

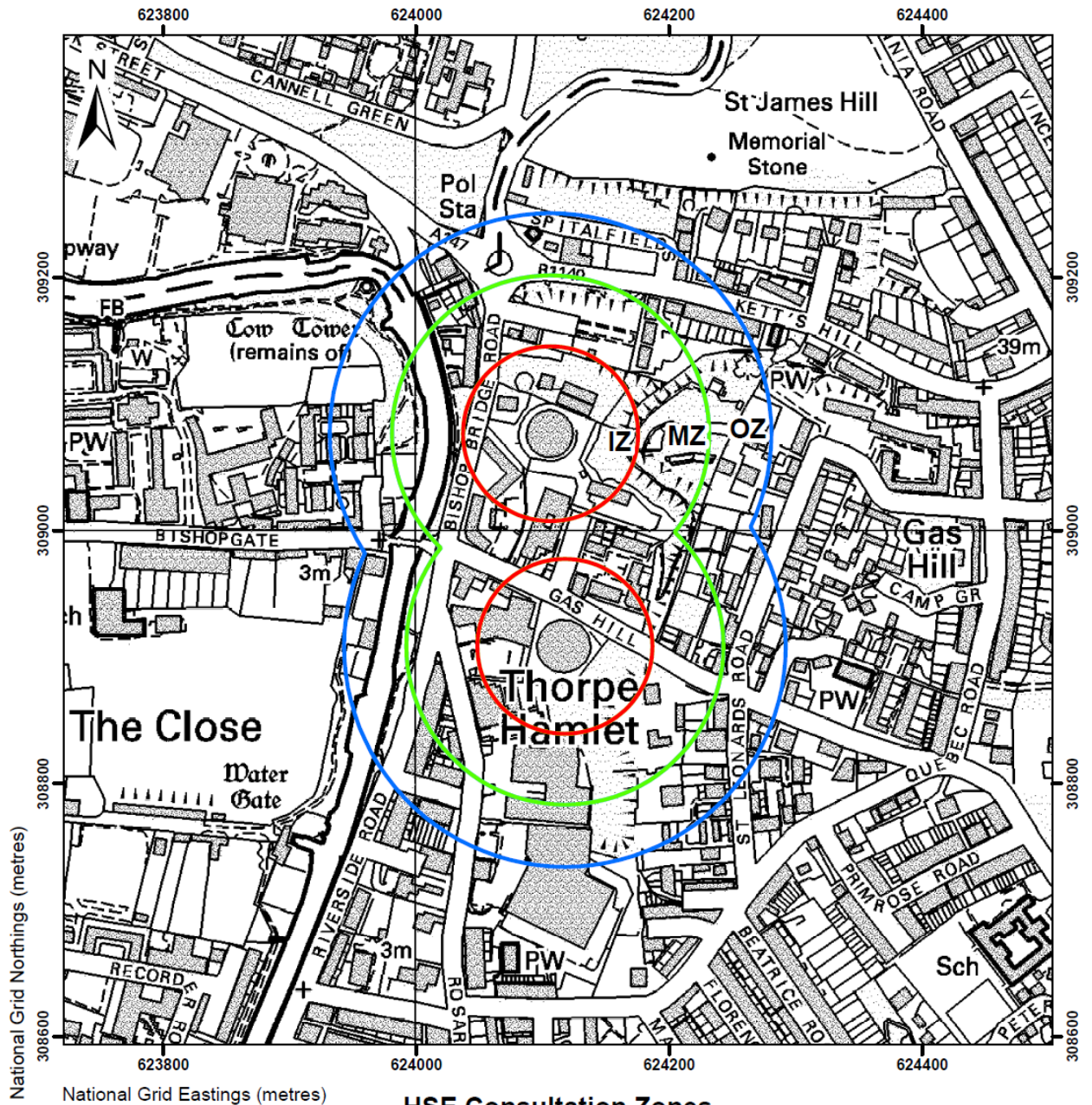
IZ = Inner Zone  
MZ = Middle Zone  
OZ = Outer Zone

0 50 100 200 Metres

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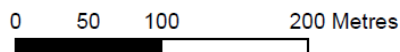
**HSE Consultation Zones**

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

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

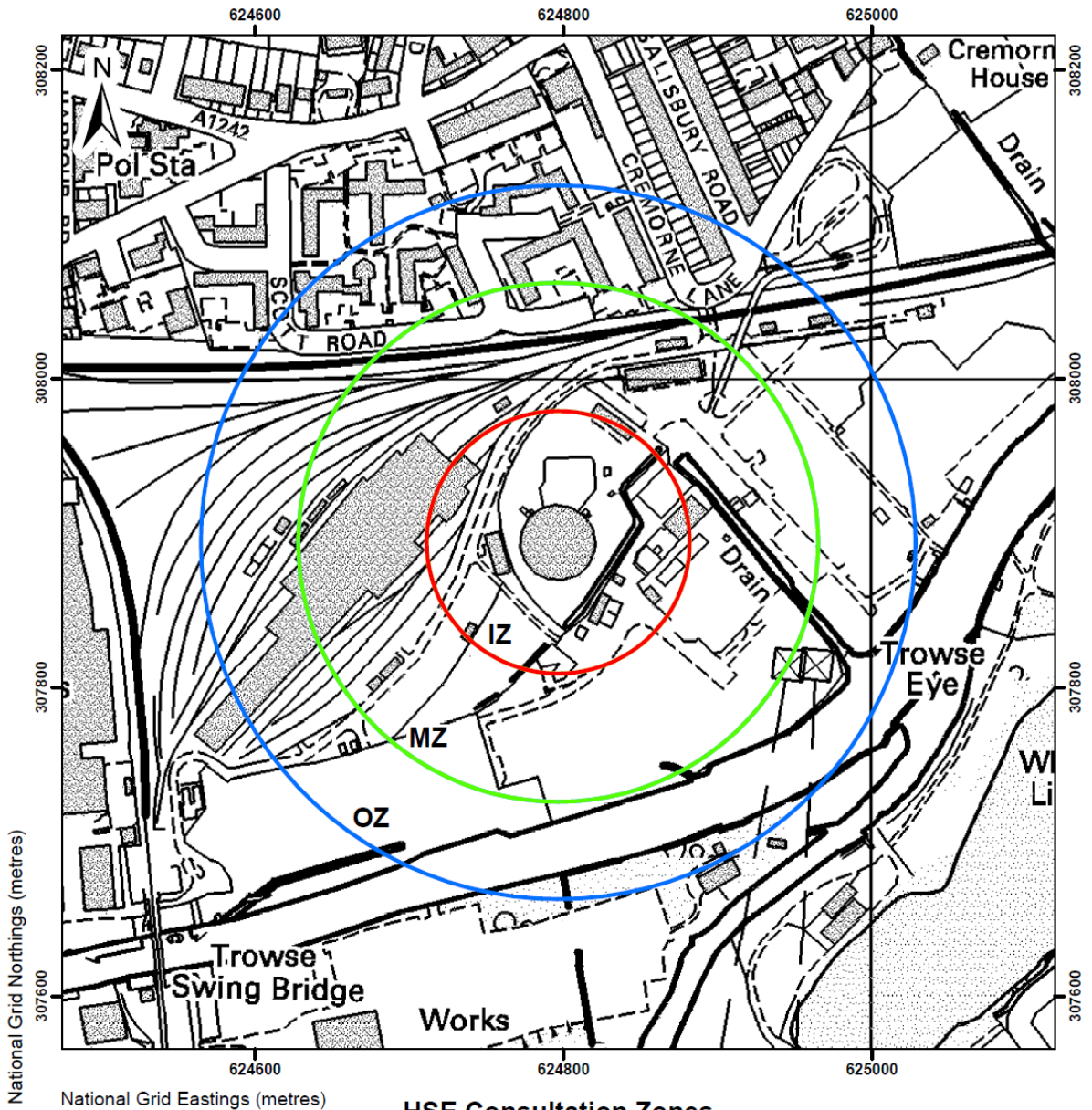
Prepared - January 2007  
This map supersedes all previous or undated maps

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



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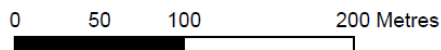


Transco, Cremorne Lane Holder Station, Cremorne Lane, Norwich,  
NR1 1TZ

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



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## **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  
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 – Transport Annex (Standards for transportation requirements within new developments)**

This annexe 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 Annexe. 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 [\[plan that shows the various areas in the City\]](#).

### **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.

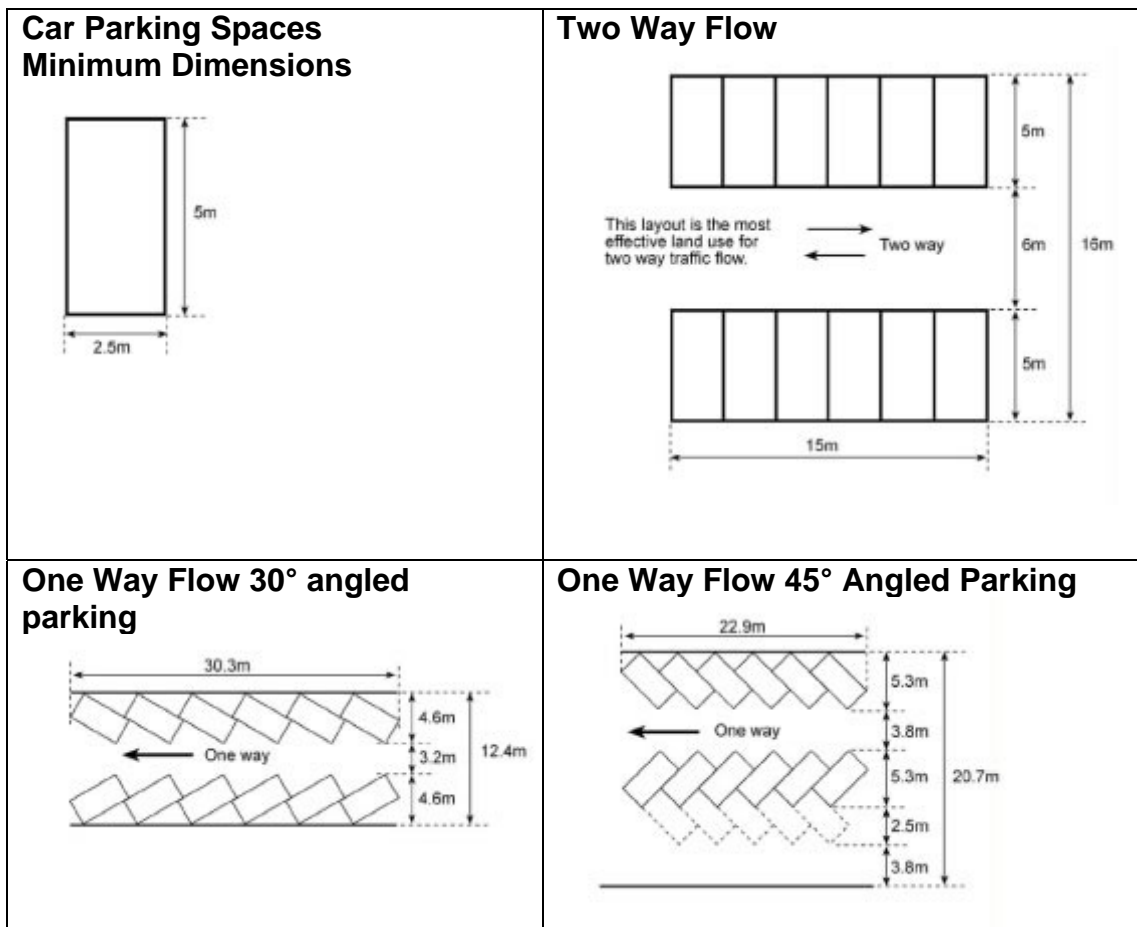
### **Site Access**

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.



### 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.

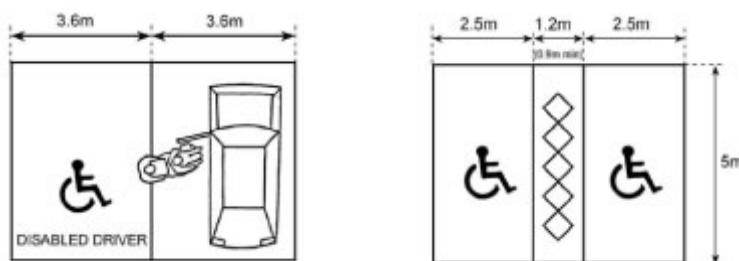
Within the Controlled Parking Zones, where new streets are proposed to include an on-street parking provision, a permit parking scheme particular to the development will need to be developed as part of the proposals. In any event, any new street will need to be subject to on-street parking controls,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



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

### **Provision for electric vehicles**

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

### **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.

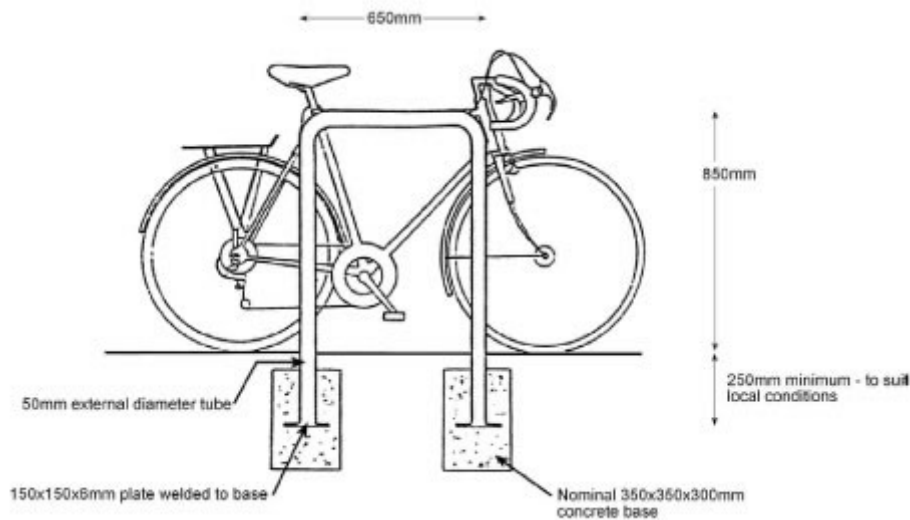
The Cycle Parking Standards have been divided into two categories; dependent upon the expected duration of anticipated cycle parking:

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.

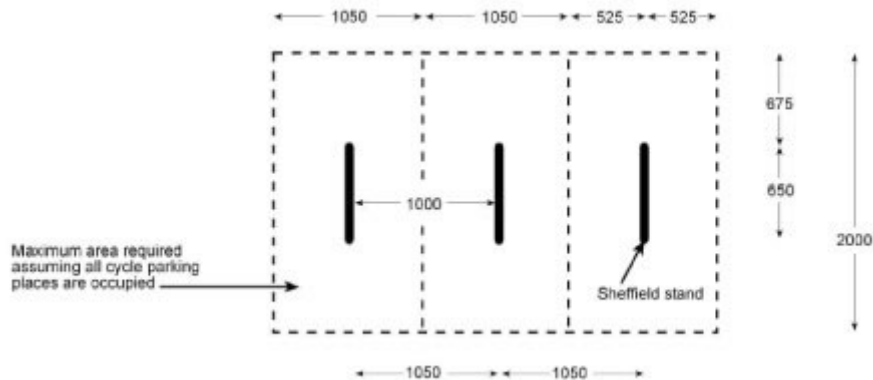
Long Term: Stands having good weather protection and excellent security, e.g. locked shed or enclosure, etc. These facilities should be well lit and conveniently located for access to the premises. These are for long term users of the premises, for example, members of staff in the case of business premises,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

## "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.

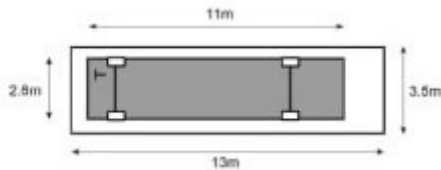
Ideally, schemes should be designed so that service and refuse collection vehicles do not have to reverse or make 'three point turns' as turning heads are often obstructed by parked vehicles and reversing creates a risk to other street users. Where it is necessary to provide for turning or reversing (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.

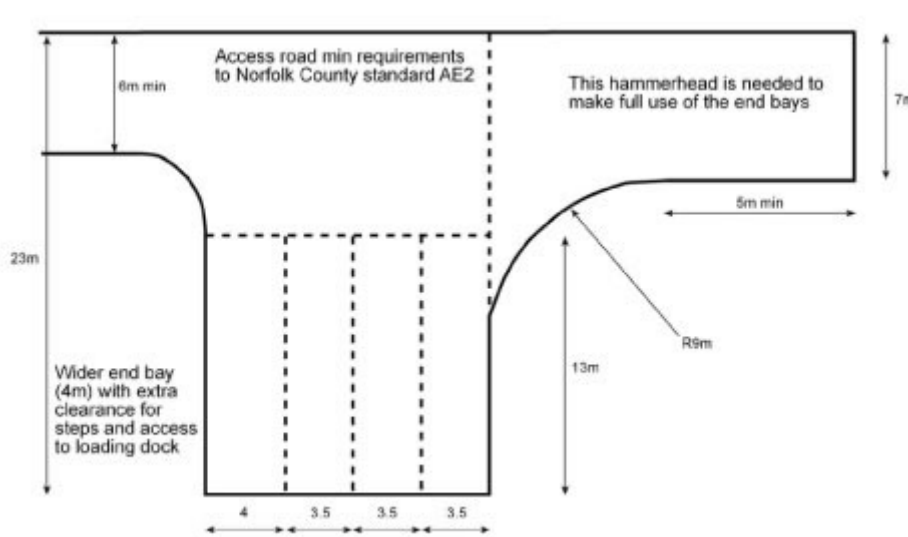
In many locations (and almost always in the case of residential developments) servicing will be permitted from the street as detailed in the parking standards. Where service bays are necessary, the following diagrams are offered as guidance

**Rigid Wheelbase Vehicles**  
**Minimum Parking Space**

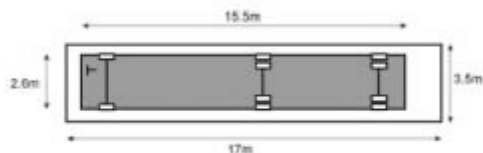


Length 11 metres x 2.6 metres width.  
 Minimum standing space required is 13 metres x 3.5 metres width (45 sq.m.)

**Delivery Service Spaces**

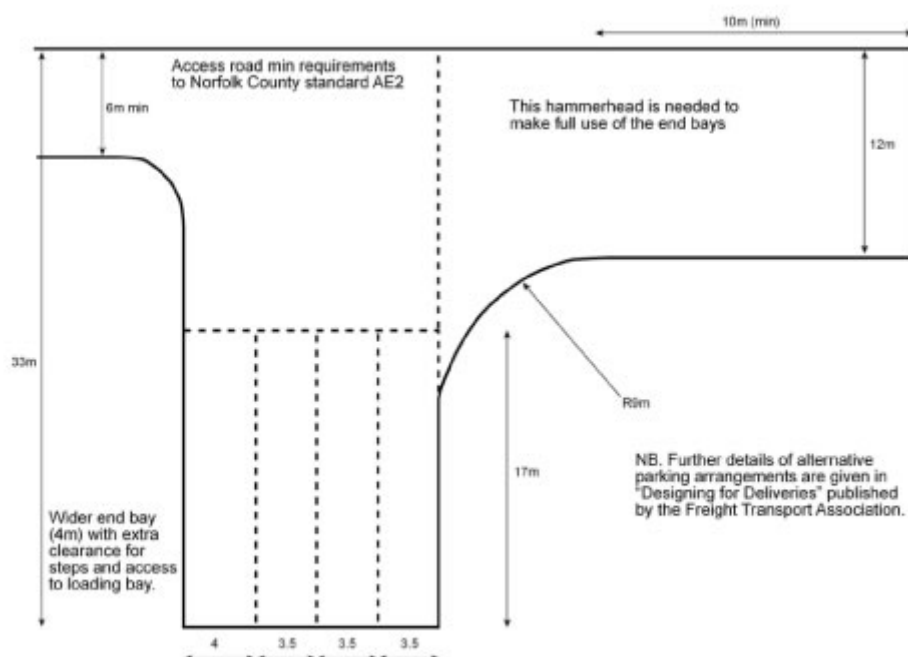


**Articulated Vehicles**  
**Minimum Parking Space**



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 been given, as these vary significantly between different industries within use classes, and need to be designed with the end user in mind. In the case of residential developments, however, the nature and volume of storage required is more predictable, and consequently, the required volumes of refuse storage can be planned for in advance.

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

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

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

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

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

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

### **Wheeled Bin Sizes**










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

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

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
Primary City Centre Retail Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: Where possible, the provision of one cycle space per 50m<sup>2</sup> within the Primary City Centre Retail Area will normally be required.</p> <p>The TS or TA should inform the level of provision on larger developments</p>	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	<p>Servicing may be possible from the street for smaller stores (under 2000m<sup>2</sup>) but many areas have (or may become) time restricted access and existing off street servicing should be retained.</p> <p>Developments over 2000m<sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>Transport Contributions 500m<sup>2</sup></p> <p>Travel Plan 1000m<sup>2</sup></p> <p>Transport Statement - 1000 m<sup>2</sup></p> <p>Transport Assessment- unlikely to be required</p>
Elsewhere in the Central parking Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup></p>	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	Servicing may be permitted on street where safe and practicable. Otherwise a bay capable of holding a rigid 11m	<p>Transport Contributions 500m<sup>2</sup></p> <p>Travel Plan</p>


Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Threshold levels
	<p>adjacent to principal entrances or nearby if on highway</p> <p>The TS or TA should inform the level of provision on larger developments</p>			<p>for use by the general public consistent with the requirements of <b>Policy DM29</b></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>vehicle required. Developments over 1000m<sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>1000m<sup>2</sup></p> <p>Transport Statement - 1000 m<sup>2</sup></p> <p>Transport Assessment- likely only required if development includes car parking</p>
In or adjacent to existing District and Local shopping centres as defined on the Proposals Map	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup> adjacent to principal entrances or nearby if</p>	 One parking space per 500m <sup>2</sup> minimum one space	<p>One parking space per 25m<sup>2</sup> gfa</p> <p> 5% of total</p> <p>Parent and Child spaces: 5% of total.</p>	<p> parking spaces and Parent and Child spaces are included in the maximum standard, not additional to it.</p> <p>⚡ EV – one parking space should be</p>	<p>A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m<sup>2</sup> require standing for an articulated vehicle for</p>	<p>Transport Contributions 500m<sup>2</sup></p> <p>Travel Plan 500m<sup>2</sup></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	Threshold levels
	on highway  The TS or TA should inform the level of provision on larger developments		 secure parking should be provided at 5% of the level of car parking	provided with an electric charging point (consider fast charge) plus one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	every 2000m <sup>2</sup> or part.	500 m <sup>2</sup>  Transport Assessment- 1000 m <sup>2</sup>
Elsewhere in the urban area	Staff: One covered and secure cycle parking space per 100m <sup>2</sup>  Customers: One cycle space per 50m <sup>2</sup> adjacent to principal entrances or nearby if on highway  The TS or TA should inform the level of provision on larger developments	 One parking space per 500m <sup>2</sup> minimum one space	One parking space per 25m <sup>2</sup>   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 plus (consider fast charge) one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m <sup>2</sup> require standing for an articulated vehicle for every 2000m <sup>2</sup> or part.	Transport Contributions 200m <sup>2</sup>  Travel Plan 500m <sup>2</sup>  Transport Statement 250 m <sup>2</sup>  Transport Assessment 800 m <sup>2</sup>

## 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
Primary City Centre retail area	Staff: One covered and secure cycle parking space per 35m <sup>2</sup>  Customers: Where possible, the provision of one cycle space per 500m <sup>2</sup> adjacent to the main entrance.	Allocated parking is not permitted	Allocated parking is not permitted	Not applicable	Offices are likely to be occupying upper floors, and servicing on street will normally be appropriate but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Transport Contributions 200m <sup>2</sup>  Travel Plan 500m <sup>2</sup>  Transport Statement 1500 m <sup>2</sup>  Transport Assessment 2500 m <sup>2</sup>
Elsewhere in the Central Parking Area	Staff: One covered and secure cycle parking space per 35m <sup>2</sup>  Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 one space per 1000m <sup>2</sup> minimum one space where practical	Operational parking only is permitted. One operational parking space per 200m <sup>2</sup> .   20% of total	 parking spaces are included in the maximum standard, not additional to it.  ⚡ EV – one parking space should be provided with an electric charging point plus one for every 2500 m <sup>2</sup> over 2500 m <sup>2</sup>	Units over 1000m <sup>2</sup> should have standing adjacent to a service bay for an 11m rigid vehicle unless servicing is permitted from the street.	
In existing or proposed employment locations	Staff: One covered and secure cycle parking	 one space per 700m <sup>2</sup> minimum one	One parking space per 35m <sup>2</sup> (includes staff	 parking spaces are included in the	Units should have standing for an 11m	


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



## Use Classes B2 and B8, and part B1


### Industrial and Warehousing units.






Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Primary City Centre retail area	Staff: One covered and secure cycle parking space per 50m <sup>2</sup>  Customers: Where possible, the provision of one cycle space per 500m <sup>2</sup> within the shopping area will normally be required.	Allocated parking is not permitted	Allocated parking is not permitted	Not Applicable	Likely to be from an on-street location but many areas have (or may become) time restricted access and existing off street servicing should be retained.	Transport Contributions 200m <sup>2</sup>  Travel Plan 1000m <sup>2</sup>  Transport Statement 2500 m <sup>2</sup>  Transport Assessment 4000 m <sup>2</sup>
Elsewhere in the Central Parking Area	Staff: One covered and secure cycle parking space per 50m <sup>2</sup>  Customers: One cycle space per 500 m <sup>2</sup> (or part) adjacent to principal entrances	 One space per 2500m <sup>2</sup> .minimum one space where practical	Operational parking only is permitted. One operational parking space per 500m <sup>2</sup>   20% of total	 parking spaces are included in the maximum standard, not additional to it.  ⚡ EV – one parking space should be provided with an electric charging point plus one for every 5000 m <sup>2</sup> over 5000 m <sup>2</sup>	One service bay is required per 2000m <sup>2</sup> or part. All units should have standing adjacent to a service bay for an 11m rigid vehicle. Units over 500m <sup>2</sup> should accommodate an articulated vehicle.	
In existing or proposed employment locations	Staff: One covered and secure cycle parking	 one space per	One parking space per 50m <sup>2</sup> (includes staff	 parking spaces are	One service bay is required per 1000m <sup>2</sup> or	

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

## Use Class C1

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







Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Primary City Centre 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 Central Parking Area	Staff/ Customers: One covered and secure cycle parking space per four bedrooms	 one space per 50 bedrooms minimum one space	One space per 10 bedrooms   20% of total	 parking spaces are included in the maximum standard, not additional to it.  ⚡ EV – one parking space should be provided with an electric charging point plus one for every 200 bedrooms over 200 bedrooms.	A service bay for an 11m rigid vehicle should be available, unless servicing is permitted from the street	Transport Assessment 100 bedrooms

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	
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**Use Class C2 and C2A –**





**Residential Institutions and secure Residential Institutions**

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Primary City Centre 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 Central Parking Area	Staff: One covered and secure cycle storage space per 5 bed-spaces  Clients/Visitors: One cycle space per 10 beds adjacent to principal entrances	 one space per 100 beds. Minimum one space	One operational parking space per 50 beds capable of standing an ambulance or minibus.   one space per 100 beds		A bay capable of holding a rigid 11m vehicle required unless on street servicing is available.	
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 10 bed-	 1 space per 100 bed spaces	Staff: One space per 10 bed spaces		Standing space for ambulance or minibus. A bay capable of holding a rigid 11m	

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
	spaces  Clients/Visitors: One cycle space per 10 beds adjacent to principal entrances	Reduced levels of parking could be justified in sustainable locations or locations where on-street parking is restricted	Visitors: One space per 10 bed spaces   5% of total   One per 100 bed spaces (secure parking)		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
Central shopping core and pedestrian area	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2 spaces.</p> <p>4+ bed units - 3 spaces</p> <p>Visitors: 1 space per 10 units located near entrance to flatted developments</p>	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..	<p>Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks, subject to the usual tariffs.</p> <p>Access to a car club is desirable, but provision on site is not appropriate</p>	Access for emergency services, removal lorries, refuse vehicles will be necessary.	<p>Transport Contributions 10 dwellings</p> <p>Travel Plan 80 dwellings</p> <p>Transport Statement 50 dwellings</p> <p>Transport Assessment 80 dwellings</p>
Elsewhere in the Central Parking Area	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2</p>	Car free housing is permitted	One space per dwelling	<p>Parking for visitors and disabled drivers will normally be accommodated on-street or in public car parks subject to the</p>	Access for emergency services, removal lorries, refuse vehicles will be necessary.	

	<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>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 unallocated parking areas and in all garages</p>		
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<p>Within all other parts of the Controlled parking within the Outer Ring Road</p>	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2 spaces.</p> <p>4+ bed units - 3 spaces</p> <p>Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met</p>	<p>Car Free housing is permitted</p>	<p>1.33 parking space per dwelling</p> <p>For developments of over 10 dwellings a minimum of 25% of all car parking spaces provided will be 'on-street' or in communal areas and not allocated to particular households</p> <p>No more than 20% of the parking spaces will be provided as individual garages unless they have a minimum internal dimension of 6x3metres. Garages of this size will be deemed to provide adequate cycle parking</p>	<p>Parking for visitors and disabled drivers will normally be accommodated on-street in existing limited waiting bays</p> <p>Developments in the Controlled parking Zones are not normally eligible for parking permits, but self contained developments, with their own streets could have their own permit system</p> <p>Provision of space for a car club will be expected 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 unallocated parking areas and in all garages</p>	<p>Access for emergency services, removal lorries, refuse vehicles will be necessary</p>	
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<p>In other locations described as 'accessible' (ie on a high quality public transport corridor, or within 100m of a district centre)</p>	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2 spaces.</p> <p>4+ bed units - 3 spaces</p> <p>Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met.</p>	<p>0.5 spaces per dwelling</p>	<p>1.33 parking space per dwelling</p> <p>For developments of over 10 dwellings a minimum of 25% of all car parking spaces provided will be 'on-street' or in communal areas and not allocated to particular households</p> <p>No more than 20% of the parking spaces will be provided as individual garages unless they have a minimum internal dimension of 6x3metres. Garages of this size will be deemed to provide adequate cycle parking</p>	<p>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</p> <p>⚡ EV – one parking space should be provided with an electric charging point in all communal and unallocated parking areas and in all garages</p>	<p>Access for emergency services, removal lorries, refuse vehicles will be necessary</p>	<p>Transport Contributions 10 dwellings</p> <p>Travel Plan 80 dwellings</p> <p>Transport Statement 50 dwellings</p> <p>Transport Assessment 80 dwellings</p> <p>(where dwellings in both C3 and C4 are proposed, these thresholds relate to the total number of dwellings)</p>
<p>Elsewhere in the urban area</p>	<p>Covered and secure cycle storage space must be provided.</p> <p>1 bed units: 1 space</p> <p>2 and 3bed units: 2 spaces.</p> <p>4+ bed units - 3</p>	<p>1space per dwelling.</p>	<p>1 and 2 bed units: 1.5 space per dwelling</p> <p>3+ bed units: 2 spaces per dwelling.</p> <p>For developments of over 10 units a minimum of 30% of all car parking spaces provided will be 'on-</p>	<p>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</p> <p>⚡ EV – one parking space should be</p>	<p>Access for emergency services, removal lorries, refuse vehicles will be necessary.</p>	

	spaces  Where premises have accessible private amenity space capable of housing an appropriately sized shed, these requirements will be deemed to have been met		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	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	Covered and secure cycle storage space	As for C3 housing,	As for C3 housing,	As for C3 housing,	Access for emergency services, removal	All thresholds as C3


housing.	must be provided.  One covered and secure cycle parking space per anticipated resident	above	above	above	lorries, refuse vehicles will be necessary.	housing  (where dwellings in both C3 and C4 are proposed, these thresholds relate to the total number of dwellings)
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### Hostels not providing significant levels of care

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Central shopping core and pedestrian area	Covered and secure cycle storage space must be provided for residents.  One space per two residents  Provision at entrance	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





	for visitor cycles					25 residents
						Travel Plan 75 residents
Elsewhere in the Central 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
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
Primary City Centre Retail Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: Where possible, the provision of one cycle space per 50m<sup>2</sup> within the 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	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.	<p>Transport Contributions 500m<sup>2</sup></p> <p>Travel Plan 1000m<sup>2</sup></p> <p>Transport Statement 1000 m<sup>2</sup></p> <p>Transport Assessment unlikely to be required</p>
Elsewhere in the Central Parking Area	<p>Staff: One covered and secure cycle storage space per consulting room</p> <p>Visitors: One cycle space per consulting room adjacent to principal entrances</p>	 one space per 10 consulting rooms, minimum one space	<p>Only operational car parking is permitted in this area. Staff and Visitors one parking spaces per 2 consulting rooms</p> <p> 20% of total</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</p>	<p>Provision for the dropping off and collection of patients</p> <p>Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on</p>	<p>Transport Contributions 200m<sup>2</sup></p> <p>Travel Plan 500m<sup>2</sup></p> <p>Transport Statement</p>

				(consider fast charging)	circumstances).	500m <sup>2</sup>
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 2 consulting rooms  Visitors: One cycle space per consulting room adjacent to principal entrances	 one space per 10 consulting rooms (min one space)	Staff: One space per 2 consulting rooms  Visitors: Three spaces per two consulting rooms   5% of total (min one space)	 parking spaces are included in the maximum standard, not additional to it.  ⚡ EV – one parking space should be provided with an electric charging point(consider fast charging)	Standing space for ambulance, minibus or a rigid 11m vehicle normally required	Transport Assessment 1000m <sup>2</sup>

### 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
Primary City Centre Retail Area	Staff: One covered and secure cycle storage space per 50m <sup>2</sup>  Visitors: one cycle space adjacent to principal entrances per	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.	

	100m <sup>2</sup> .					
Elsewhere in the Central Parking Area	Staff: One covered and secure cycle storage space per 50m <sup>2</sup>  Visitors: one cycle space adjacent to principal entrances per 100m <sup>2</sup> .	 one space per 1000 m <sup>2</sup> (minimum one space)	Only operational car parking is permitted in this area. One operational parking space per 200m <sup>2</sup> .   20% of total (minimum one space)	 parking spaces are included in the maximum standard, not additional to it.	Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on circumstances).  Provision for the dropping off and collection of day-visitors	Transport Contributions 200m <sup>2</sup>  Travel Plan 500m <sup>2</sup>  Transport Statement 500m <sup>2</sup>  Transport Assessment- 1000m <sup>2</sup>
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 50m <sup>2</sup>  Visitors: one cycle space adjacent to principal entrances per. 100m <sup>2</sup>	 one space per 700 m <sup>2</sup> (minimum one space)	Staff and Visitors: One space per 35m <sup>2</sup>   5% of total (min one space)   secure parking should be provided at 5% of the level of car parking	 parking spaces are included in the maximum standard, not additional to it.  ⚡ EV – one parking space should be provided with an electric charging point	Standing space for ambulance or minibus. A bay capable of holding a rigid 11m vehicle normally required.  Provision for the dropping off and collection of day-visitors.	



## Part Use Class D1 Other Educational Establishments






Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off site Requirements
Primary City Centre 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 <sup>2</sup>  Travel Plan 500m <sup>2</sup>  Transport Statement 500m <sup>2</sup>
Elsewhere in the Central 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	Transport Assessment 1000m <sup>2</sup>
Elsewhere in the Urban area	Staff and Students: Ten secure and covered cycle stands per classroom  Visitors: Two cycle spaces adjacent to the	 one space per 20 classrooms. One space minimum.	Staff and visitors – one space per classroom   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 within the site for service vehicles, although this could be a hard surfaced area principally for other	

	main entrance(s)		 secure parking should be provided at 5% of the level of car parking	space should be provided with an electric charging point	uses	
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## 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
Primary City Centre Retail Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: Where possible, the provision of one cycle space per 50m<sup>2</sup> within the 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 2000m<sup>2</sup>) but many areas have (or may become) time restricted access and existing off street servicing should be retained.</p> <p>Developments over 2000m<sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.</p>	<p>Transport Contributions 500m<sup>2</sup></p> <p>Travel Plan 1000m<sup>2</sup></p> <p>Transport Statement 1000 m<sup>2</sup></p> <p>Transport Assessment unlikely to be required</p>
Elsewhere in the Central Parking Area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup> adjacent to principal</p>	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	Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle	<p>Transport Contributions 200m<sup>2</sup></p> <p>Travel Plan 500m<sup>2</sup></p>



	entrances			<p>public consistent with the requirements of Policy DM29</p> <p> 5% of total. spaces:</p> <p> 3% of total</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>	required.	<p>Transport Statement 500m<sup>2</sup></p> <p>Transport Assessment 1000m<sup>2</sup></p>
Elsewhere in the Urban area	<p>Staff: One covered and secure cycle parking space per 100m<sup>2</sup></p> <p>Customers: One cycle space per 50m<sup>2</sup> adjacent to principal entrances</p>	<p> One space per 500 m<sup>2</sup>. One space minimum</p> <p>Reduced levels of parking should be justified in locations where on-street parking is restricted</p>	<p>One space per 25m<sup>2</sup></p> <p> 5% of total. One space minimum</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 (consider fast charging) plus one for every 5000 m<sup>2</sup> over 5000 m<sup>2</sup></p>	<p>A minimum bay capable of holding a rigid 11m vehicle required.</p> <p>Developments over 1000m<sup>2</sup> will normally require standing for an articulated vehicle. On major routes vehicles will be expected to turn within the site</p>	



## 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 1000m<sup>2</sup> pitch area adjacent to principal entrance to the site. For associated buildings see section 9.</p>	<p> One space per 10,000 m<sup>2</sup>. 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 500m<sup>2</sup> 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>	Each proposal will be treated on its merits.	<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	Use unlikely to be acceptable in this area					
Elsewhere in the City Centre	<p>Staff: One covered and secure cycle parking space per 50m<sup>2</sup> of kiosk/shop</p> <p>Customers: One cycle stand (2 spaces) per 100m<sup>2</sup> of Kiosk/shop adjacent to principal entrances (not required for filling stations selling only petrol)</p>		Car Parking is not permitted in this area		Tankers must be able to turn within the site	<p>Transport Contributions 200m<sup>2</sup> Of kiosk</p> <p>Travel Plan unlikely to be required</p> <p>Transport Assessment assessment of turning movements onto the site is likely to be required</p>
Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 50m<sup>2</sup> Kiosk/shop</p> <p>Customers: One cycle spaces per 50m<sup>2</sup> (or part) adjacent to principal entrance to kiosk/shop (not required for filling stations selling only</p>	<p> one space</p> <p>Reduced levels of parking could be justified in locations where on-street parking is restricted</p>	<p>One parking space per 20m<sup>2</sup> of Kiosk/shop</p> <p> one space</p> <p> one space (secure parking)</p>		Tankers must be able to turn within the site	

	petrol)					
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### 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
Central shopping core and pedestrian area	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 <sup>2</sup> ). Developments over 2000m <sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Transport Contributions likely to be required on developments over 200m <sup>2</sup>  Travel Plan likely to be required for developments over 500m <sup>2</sup>  Transport Statement likely to be required for developments over 1000 m <sup>2</sup>
Elsewhere in the City Centre	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	Car free development is permitted	Only operational parking (for vehicles that are required for the operation of the premises or business) will be permitted.	Parking for visitors/employees etc will be provided by existing on and off street parking, or where appropriate, the Park and Ride service		Transport Assessment likely to be required for developments over 1500 m <sup>2</sup>  Advice on individual proposals should be



<p>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)</p>	<p>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</p>	<p>Parking restraint will be encouraged in these areas</p> <p> Should be provided for 2% of staff (minimum one space)</p>	<p>Parking for 40% of staff will normally be considered the maximum</p> <p> 5% of total</p>	<p>⚡ EV – one parking space should be provided with additional spaces provided for larger developments</p>		<p>sought</p>
<p>Elsewhere in the urban area</p>	<p>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</p>	<p> Should be provided for 3% of staff (minimum one space)</p> <p>Reduced levels of parking should be justified in locations where on-street parking is not restricted</p>	<p>Parking for 60% of staff will normally be considered the maximum</p> <p> secure parking should be provided at 5% of the level of car parking</p>	<p>⚡ EV – one parking space should be provided with additional spaces provided for larger developments</p>		

## Appendix 5 – District and local retail centres

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

	<b>Local retail centre</b>
<b>LC01</b>	Hall Road/Trafalgar Road
<b>LC02</b>	Hall Road/Queens Road
<b>LC03</b>	Hall Road/Southwell Road
<b>LC04</b>	Grove Road
<b>LC05</b>	Suffolk Square
<b>LC06</b>	Unthank Road
<b>LC07</b>	St Augustines Gate
<b>LC08</b>	Dereham Road/Distillery Square
<b>LC09</b>	Aylsham Road/Junction Road
<b>LC10</b>	Aylsham Road/Glenmore Gardens
<b>LC11</b>	Aylsham Road/Boundary Road
<b>LC12</b>	Woodcock Road
<b>LC13</b>	Catton Grove/Ring Road
<b>LC14</b>	Magdalen Road
<b>LC15</b>	Sprowston Road/Silver Road
<b>LC16</b>	Sprowston Road/Shipfield
<b>LC17</b>	Bishop Bridge Road
<b>LC18</b>	Earlham West Centre
<b>LC19</b>	Colman Road/Avenues
<b>LC20</b>	Colman Road/The Parade
<b>LC21</b>	Woodgrove Parade
<b>LC22</b>	St John's Close/Hall Road
<b>LC23</b>	Tuckswood Centre
<b>LC24</b>	Witard Road
<b>LC25</b>	Clancy Road
<b>LC26</b>	UEA
<b>LC27</b>	Long John Hill
<b>LC28</b>	Magdalen Road
<b>LC29</b>	Aylsham Road
<b>LC30</b>	St Stephens Road

## Appendix 6 – Community Public houses

## Appendix 7 - Views

## ***Appendix 2***

## Screening of Development Management Policies

Policy	Brief description	Likely to have a significant effect?	Reason
DM1 Planning statements	Planning applications must have correct supporting statements	No	This will not in itself affect any European sites
DM2 Amenity	Amenity of developments such as light, noise, bin stores, odour, floor area of dwellings etc	No	This will not in itself affect any European sites
DM3 Design	Principles of the design of developments	No	This will not in itself affect any European sites
DM4 Energy	Energy efficiency, renewable energy	No	The policy reduces the general environmental impact of development
DM5 Water	Flood risk, sustainable drainage, surface water flooding	No	The policy reduces the general environmental impact of development
DM6 Environmental Assets	Protection of SSSIs, local sites, Yare Valley character	No	The policy reduces the general environmental impact of development on designated sites but excludes European sites from protection (because the Conservation of Habitats and Species Regulations 2010 takes precedence).
DM7 Trees and development	Trees on development sites	No	This will not in itself affect any European sites
DM8 Open Space	Protection and provision of open space	No	This will not in itself affect any European sites
DM9 Heritage Assets	Protection of heritage assets and character of area	No	This will not in itself affect any European sites
DM10 Telecommunications	Development of telecommunications infrastructure	No	This will not in itself affect any European sites
DM11 Environmental Protection	Health and Safety areas, contamination, subsidence etc	No	This will not in itself affect any European sites
DM12 Principles for residential dwellings	Housing mix, density etc	No	This will not in itself affect any European sites – the location of development and amount of development are not prescribed in this policy but in other plans.

Policy	Brief description	Likely to have a significant effect?	Reason
DM13 Flats, buildings of multiple occupation and residential institutions	Principles for these developments in addition to DM12	No	This will not in itself affect any European sites
DM14 Gypsy and Travellers and Travelling Showpeople	Site choice for Gypsy and Travellers and Travelling Showpeople, design, security etc	No	This will not in itself affect any European sites
DM15 Loss of residential accommodation	Criteria for the occasions when the loss of residential accommodation may be acceptable	No	This will not in itself affect any European sites
DM16 Employment development	Protection of current employment areas for employment use, as defined on the proposals map	No	This will not in itself affect any European sites because no known impacts are caused by any existing employment sites.
DM17 Protection of small and medium scale business	Protection of small and medium scale business sites and premises	No	This will not in itself affect any European sites because no known impacts are caused by any existing business sites and premises
DM18 Town centre uses	Criteria for town centre uses as defined in PPS 4, normally be permitted within the city centre, primary and secondary retail areas etc	No	This will not in itself affect any European sites
DM19 Offices	Protection of existing offices and development of new offices	No	This will not in itself affect any European sites
DM20 Changes of use within retail centres	Non-retail uses in classes A2, A3, A4, A5 and other town centre uses, within defined retail areas.	No	This will not in itself affect any European sites
DM21 District and Local retail centres	Non-retail uses in classes A2, A3, A4, A5 within defined District and Local retail centres	No	This will not in itself affect any European sites because no known impacts are caused by any existing retail centres
DM22 Community facilities	Provision and enhancement of community facilities, and protection of community facilities	No	This will not in itself affect any European sites because no known impacts are caused by any existing community facilities and no new sites are allocated

Policy	Brief description	Likely to have a significant effect?	Reason
DM23 Evening, leisure and the late night economy	Evening, leisure and late night uses, Hospitality uses, leisure areas and late night activities within defined city centre, leisure and late night activity areas.	No	This will not in itself affect any European sites because no known impacts are caused by any existing uses
DM24 Hot food takeaways	Criteria for acceptability of Hot food takeaways	No	This will not in itself affect any European sites
DM25 Retail Warehouses	Restrict retail warehouses to those sites within the Site Allocations Development plan only.	No	This will not in itself affect any European sites
DM26 University of East Anglia	Policies guiding the development of the University campus.	No	This will not in itself affect any European sites because the existing campus is at sufficient distance for no impact to occur to European sites.
DM27 Norwich airport	Policies guiding the development of Norwich airport.	No	This will not in itself affect any European sites as no development is authorised, and there are caveats to refer to other LDF policies.
DM28 Encouraging sustainable travel	Encouragement of sustainable travel such as cycling and pedestrian links and travel planning	No	The policy reduces the general environmental impact of development
DM29 City Centre Public Off-street Car parking	Criteria for city centre car parks including numbers limit and design issues	No	This will not in itself affect any European sites
DM30 Access and Highway Safety	The design of new roads and accesses within new developments	No	This will not in itself affect any European sites
DM31 Car parking and servicing	Developments should incorporate parking, servicing and other facilities in accordance with the advice and standards	No	This will not in itself affect any European sites
DM32 Car free and low car housing	Criteria for car free or low car housing	No	This will not in itself affect any European sites
DM33 Transport contributions	The need for developments to address transport consequences through physical measures or financial contributions	No	This will not in itself affect any European sites