
















**Part use class D1, Use Class D2 and analogous sui generis uses
Buildings for assembly and leisure, theatres, other congregational uses (including churches and church halls)**

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
City Centre Primary Retail Area	Staff: One covered and secure cycle parking space per 100m ² Customers: Where possible, the provision of one cycle space per 50m ² within the shopping area will normally be required. The TS or TA should inform the level of provision on larger developments	Car parking is not permitted in this area	Car parking is not permitted in this area	Not applicable	Servicing may be possible from the street for smaller units (under 2000m ²) but many areas have (or may become) time restricted access and existing off street servicing should be retained. Developments over 2000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Travel Plan 1500m ² Travel Information Plan – usually required Transport Statement 1,000 m ² Transport Assessment unlikely to be required
Elsewhere in the City Centre Parking Area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances	Allocated parking is not permitted	Allocated parking is not permitted	Car parking will only be permitted where this replaces pro-rata identified public parking spaces in the city centre and is available for use by the general public consistent with the requirements of Policy DM29  5% of total. spaces:  3% of total Parent and Child 5% of total.  EV – one parking space should be provided with a fast charge electric charging point plus one for every 250 spaces over 250 spaces	Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle required.	Travel Plan 1,000m ² Travel Information Plan – usually required Transport Statement 500m ² Transport Assessment 1,000m ²

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
Elsewhere in the Urban area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances	 One space per 500 m ² . One space minimum Reduced levels of parking should be justified in locations where on-street parking is restricted	One space per 25m ²  5% of total. One space minimum	 parking spaces are included in the maximum standard, not additional to it.  EV – one parking space should be provided with an electric charging point (consider fast charging) plus one for every 5000 m ² over 5000 m ²	A minimum bay capable of holding a rigid 11m vehicle required. Developments over 1,000m ² will normally require standing for an articulated vehicle. On major routes vehicles will be expected to turn within the site	