






## Guidance on parking levels for other uses

Location	 Cycle parking standards (minimum)	 Car Parking Standards (minimum)	 Car Parking Standards (maximum)	 Car Parking Standards (other requirements)	Servicing Requirements	Off-site Requirements
City Centre Primary Retail Area and pedestrian only streets	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	In this area, parking is not permitted	In this area, parking is not permitted		Servicing will normally be permitted on street for smaller developments (under 2000m <sup>2</sup> ). Developments over 2000m <sup>2</sup> will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Travel Plan likely to be required for developments over 1500m <sup>2</sup> Travel Information Plan usually required for any development attracting visiting members of the public, otherwise 200m <sup>2</sup> Transport Statement likely to be required for developments over 1,000 m <sup>2</sup> Transport Assessment likely to be required for developments over 1500 m <sup>2</sup> Advice on individual proposals should be sought
Elsewhere in the City Centre Parking Area	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	Car free development is permitted	Only operational parking (for vehicles that are required for the operation of the premises or business) will be permitted.	Parking for visitors/employees etc. will be provided by existing on and off street parking, or where appropriate, the Park and Ride service		
Within the Controlled parking zones around the city centre and other locations described as 'accessible' (i.e. on a high quality public transport corridor, or within 100m of a district centre)	Commercial uses should aim to provide covered and secure cycle parking for 25% of staff, or for larger developments as demonstrated by the TA/TS and Travel Plan	Parking restraint will be encouraged in these areas  Should be provided for 2% of staff (minimum one space)	Parking for 40% of staff will normally be considered the maximum  5% of total	 EV – one parking space should be provided with additional spaces provided for larger developments		
Elsewhere in the urban area	Commercial uses should aim to provide covered and secure	 Should be provided for 3% of staff	Parking for 60% of staff will normally be considered the	 EV – one parking space should be		

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	cycle parking for 25% of staff, or for larger developments as demonstrated by the TATS and Travel Plan	(minimum one space) Reduced levels of parking should be justified in locations where on-street parking is not restricted	maximum  secure parking should be provided at 5% of the level of car parking	provided with additional spaces provided for larger developments		