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Car and Bicycle Parking

Technical Advice Note (TAN)

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1. Scope of document

- 1.1 This technical advice note provides guidance for Policy M3: 'Motor Vehicle Parking' and M5: 'Bicycle Parking' of the Oxford Local Plan 2036. Details for the provision of electric charging points (Policy M4) will be addressed in a separate TAN. The design guidance as to how vehicular parking standards should be integrated into the urban realm will be available in the forthcoming Oxfordshire County Council Street Design Guidance.
- 1.2 The City Council's vehicular parking policy has two main constituent parts, residential and non-residential development, as such the TAN addresses these types of development. It then goes on to provide guidance for Policy M5 Bicycle Parking.

2. Motor Vehicle Parking

- 2.1 Policy M3 sets out the Council's approach to motor vehicle parking. The wording of Policy M3 is outlined below and Figure 1 is a flow diagram found in Appendix 7.3 of the Local Plan to assist in the process for determining whether a development would be car-free or if it must comply with the parking standards (outlined in Table 1 below).

Policy M3 : Motor Vehicle Parking

Residential developments

In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development* that is car-free.

In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with. The need for disabled parking must be considered in all residential developments in accordance with the standards set out in Appendix 7.3. Parking for car club vehicles must be provided in all residential developments with the standards set out in Appendix 7.3.

Non-residential developments

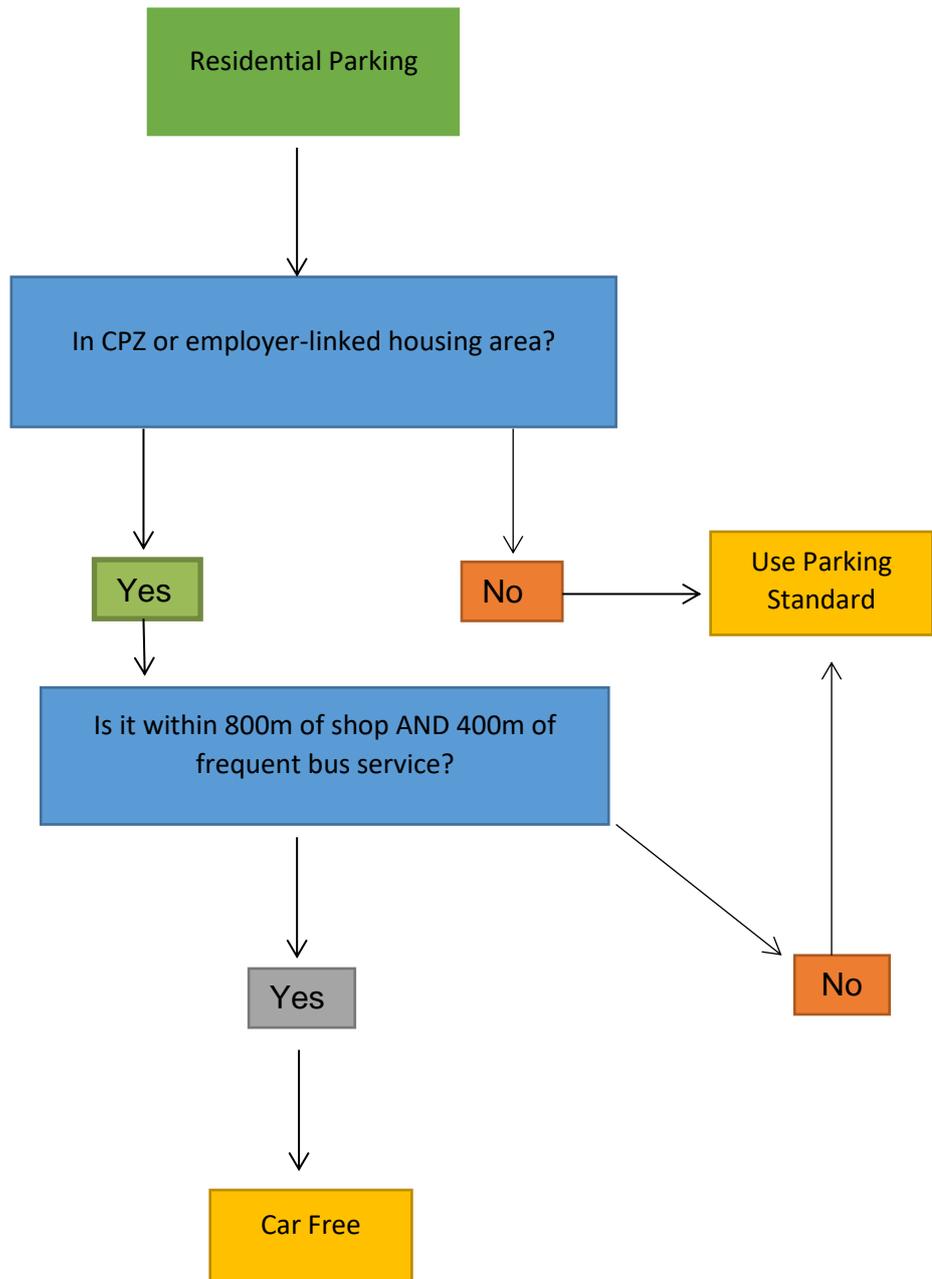
The parking requirements for all non-residential development, whether expansions of floorspace on existing sites, the redevelopment of existing or cleared sites, or new non-residential development on new sites, will be determined in the light of the submitted Transport Assessment or Travel Plan, which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development.

In the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level and the Council will seek a reduction where there is good accessibility to a range of facilities.

Where the proposal is for the expansion of an existing operation on an existing large site, a comprehensive travel plan should be submitted that looks at the development in the context of the whole site, and demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site. The Travel Plan will be kept under review to ensure that future opportunities to encourage a shift towards sustainable modes of travel are taken.

*For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, Houses in Multiple Occupation, and all C2 development (residential institutions).

Figure 1: Residential Parking Decision Flow Diagram



Application of M3 for residential development

2.2 Policy M3 requires certain residential developments to be car free. This applies to any development involving the creation of a new dwelling; either as a new development, or as part of the redevelopment of a site. Car free development means that no dedicated on-plot residential parking spaces will be permitted as part of the development, and on-

street¹ parking will be regulated through Controlled Parking Zones (CPZs) in new streets created by the development and streets surrounding the development. Within car free developments the Council may permit some vehicular parking for visitor parking, operational uses and car clubs. This will be decided on a case by case basis, taking into consideration the following criteria:

- In larger flatted, communal or institutional developments, the operational needs of management and maintenance staff
- Where the applicant can demonstrate demand for a car club, and have secured a car club partner to provide spaces on the site
- The proximity to public transport nodes – those sites closer to fast and frequent services are likely to need less visitor parking.
- The proximity to nearby public car parking – sites within walking distance (400m) of a public car park will only be allowed visitor car parking in exceptional circumstances.

2.3 Any visitor parking provided must be subject to enforcement through time limits or other suitable constraints to prevent the spaces being used by residents' own vehicles. The subsequent paragraphs provide greater explanation for each of the three criterion which needs to be met for a development to be car-free.

2.4 Car free should be the default for all new development that meets the criterion in Policy M3. For residential proposals involving the redevelopment of a site with existing on-site parking provision, we would take the existing provision into account but would always seek a reduction down to the maximum standards set out in Appendix 7.3 of the Oxford Local Plan 2016-2036. The council would always encourage on-plot parking to be reduced in these circumstances and any retained parking is to be in accordance with the adopted standards. If the redeveloped site had a former non-residential use we would expect any residential development to be car free subject to the criteria in Policy M3.

¹ On-street parking - this is defined as parking on streets either created by the development and/or parking on streets surrounding the development site, regardless of whether they are public highway or private roads. .

2.5 Any redeveloped property/ies on the site may then be excluded from CPZ permit eligibility (if applicable) to avoid increasing parking pressure on local streets and support reduced car ownership.

2.6 Figure 2 in Appendix 1 provides an example diagram of how redevelopment should address parking provision within a CPZ.

Controlled Parking Zones (CPZs), and car free development

2.7 Policy M3 states that CPZs are a determining factor for whether a development should be car free. The council will consider a site to meet this criterion when any of the following circumstances are satisfied:

- a) The site is partially or wholly within an existing CPZ² or
- b) Any part of the development site would be accessed from a road currently designated as a CPZ, or
- c) The site is partially or wholly located or would be accessed from a road within a CPZ that has been approved for implementation by Oxfordshire County Council following a period of statutory and public consultation, and is scheduled to be implemented prior to the first residential occupation of the development.

2.8 When developing a site that meets one of the criterion, any new streets or vehicular spaces created by the development, whether adopted public highway or not, should be controlled by appropriate parking restrictions to prevent parking of residents' vehicles and control authorised parking (e.g. disabled, car club etc.). The Council will work with colleagues in Oxfordshire County Council as the highways authority in regard to this matter.

2.9 In certain circumstances, the council may offer to work with the developer and the Local Highway Authority to establish a CPZ for the new site. Such measures are in place to ensure that the new development does not undermine the council's transport and parking strategy across the city, and to prevent the displacement of vehicles from existing controlled parking zones surrounding the site.

² <https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/parking-permits/controlled-parking-zones>

Access to public transport and car free development

- 2.10 Access to a regular form of public transport is one of the determining factors in assessing whether a development will need to be car free. Good access to a regular form of public transport is considered to be a minimum of four buses per hour (per direction) during weekday daytimes (06.00-18.00). The development should be within 400m of the bus stops for these public transport services. This measurement should be taken from the centre of the development site and measured via publicly accessible footways to the stop.

Access to a local supermarket or equivalent facility and car free development

- 2.11 As set out in the policy wording, where a development proposal is within 800m of a local supermarket or equivalent facility, then this criterion will be satisfied. The measurement should be taken from the centre of the development site and measured via publicly accessible footways to the shop. For the purposes of Policy M3, the council considers a small local supermarket or equivalent facility as a retail unit providing everyday essential items, such as bread, milk, eggs etc.
- 2.12 Oxford is a largely compact city and these criterion in establishing whether a site should be car free need to read together as they are linked. Due to the cumulative nature of the criterion it is expected that car free sites will be highly accessible to larger district or local centres or even the main city centre by public transport. They will also have access to delivery of food etc. This element it to ensure that they are in walking distance of a smaller facility for “top-up food items”, which is why it is not just a local supermarket but could be an equivalent facility. We do not anticipate someone living in a car free residence doing all their shopping at this type of facility. This is why it is not a standalone criterion. Residents are more likely to make use of the regular bus service, their bike or one of the many supermarket delivery companies on offer across the city for their wider needs. In other rural authorities, the location of a community shop and bus route are often cited in the sustainability credentials in the justification for locating housing often in the acknowledgement that other services still need to be drawn from

further afield. The difference in Oxford is that those wider facilities can be accessed reliably by sustainable modes of transport.

Employer linked affordable housing and car free development

- 2.13 Where a development proposal for employer linked affordable housing is brought forward under Policy H3 of the Local Plan, and all other criteria of Policy M3 are met the development will be car free. However, the Council will consider some residential parking spaces for the operational needs of the occupiers if an operational need has been demonstrated. This will likely be linked to the trade of the business applying for affordable housing relief under Policy M3 and will include professions such as carers, tradesmen, and delivery drivers. The Council will not accept the need to commute to a fixed place of work as an exception.
- 2.14 This exception will only apply to employer-linked affordable housing as the strong connection between the type of employment and the need for housing will be demonstrated at application stage. Furthermore, as employer-linked affordable housing is a form of relief from providing “standard” models of affordable housing, the council will put in place strong monitoring and clawback mechanisms through legal agreements. These agreements will allow for management of any parking spaces that are permitted and allocated to key workers who do require access to a vehicle. Under “standard” affordable and market housing provision, such long term agreements are not in place, and so management of any allocated spaces would not be achievable and would result in an undermining of Policy M3.

3. Parking Standards for residential development outside of these criterion

- 3.1 Proposals for residential development that do not satisfy the criteria of car free should seek to minimise vehicular parking provision on site. The following guidance applies to any development involving the creation of a new dwelling, either as a new development, or as part of the redevelopment of a site.
- 3.2 The applicant’s Transport Assessment (TA) and/or Travel Plan should justify the parking needs of the development. The proposed parking should not exceed the standards set out in Table 1.

Table 1: Parking standards for car-permitted development

Development type	Maximum parking standards
Any dwelling	1 space per dwelling to be provided within the development site.
Houses in Multiple Occupation	Parking standards to be decided case by case on their merit
Wheelchair accessible or adaptable houses and flats	1 space per dwelling, to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Retirement homes	1 space per 2 residents' rooms
Sheltered/extra care homes	1 space per 2 homes plus 1 space per 2 staff
Nursing homes	1 space per 3 residents' rooms plus 1 space per 2 staff
Student accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case by case basis in accordance with Policy H8
Motorcycle and powered two-wheeler parking	1 space per five dwellings.

Houses of multiple occupation (HMO)

- 3.3 HMOs represent a form of infilling which can, in most cases, give rise to increased parking, unless parking provision is provided on site in accordance with maximum standards and removal of parking permits. Proposals for an HMO will need to justify the parking levels if this is more than one parking space by demonstrating how such a parking standard is acceptable in terms of the impact on the amenity, existing parking stress combined with the need to be consistent with the spirit of policy M3 and the wider aims of the Oxford Local Plan, namely to reduce car parking and car use across the city of Oxford. If the proposal is in an area of car parking stress it may be appropriate to be car free.

Disabled parking

- 3.4 The Council will support the provision of disabled parking spaces. Applicants should consider this in their TA and/or Travel Plan to ensure there is an appropriate level of disabled parking provision. Provision for disabled parking will be considered on a case by case basis and be determined through pre-application meetings/planning applications in the light of their TA and Travel Plan. Where disabled parking is provided it should have level access to, and be within 50 metres of the building entrance which it is intended to serve.

Car clubs

- 3.5 The Council supports the implementation and expansion of Car Clubs, especially in developments where there is significant potential to reduce the number of car trips. A Car Club is a scheme whereby a vehicle or vehicles are shared by a community, with members typically paying an annual membership fee which then provides them with access to a car on a 'pay as you go' basis. Research shows that each car club vehicle typically replaces 17 private cars as members refrain from buying or maintaining a second car or even choose not to own a car at all. We actively encourage the introduction and use of car clubs within car free schemes. For major developments (10 or more dwellings), applicants should consider how provision for these can be made, and how they can help the development to achieve the aspirations of the Local Plan. Car club spaces should be provided within major developments. The application should allow for a maximum of 0.2 spaces per dwelling. The applicant should engage with local car club operators when preparing their Travel Assessment or Travel Plan to inform an appropriate provision.

Service and delivery vehicles

- 3.6 Major developments (10 or more dwellings) will need to consider how servicing and delivery vehicles can be accommodated on site. Short term spaces may be needed for delivery vehicles (such as hot food takeaways or online food deliveries), as well as places for maintenance and trades vehicles providing essential services to occupiers. The number of operational spaces will be determined on a case-by-case basis, taking into consideration the findings of the applicant's TA or Travel Plan. Parking enforcement will be required to ensure parking in delivery and servicing bays by other users does not occur.

4. Non-Residential development

- 4.1 For the purposes of Policy M3, non-residential development includes all uses that are **not**: C3 dwellings, C4 and Sui Generis Houses in Multiple Occupation, Sui Generis purpose built student accommodation and all C2 development (residential institutions).
- 4.2 As set out within the policy, in the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous

level and the council will seek a reduction in parking levels where there is good accessibility to a range of facilities to include public transport, shops, public open space, gyms etc.

4.3 Proposals for the expansion of an existing operation on an existing large site (1,000m² of floorspace or larger) should be accompanied by a site-wide parking strategy. The applicant should submit a Travel Plan that demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site. The Travel Plan must be kept under review to ensure that future opportunities to encourage a shift towards sustainable modes of travel are taken.

4.4 When preparing the TA or Travel Plan for non-residential development, the council expects applicants to consider the following:

- The implications of any emerging transport proposals such as Connecting Oxford and a Workplace Parking Levy;
- Where the development is located within 400m of public transport offering a 15 minute or more frequent service, and within 800m walk of a local supermarket or equivalent facilities (as defined above), vehicular staff parking spaces should aspire to be zero. Any parking provided should be targeted to that required for operational staff; and
- Visitor parking in city and district centre locations should aspire to be zero.

5. Bicycle Parking

5.1 Cycling in Oxford is an important and growing mode of transport and Oxford has the ambition to become a world class cycling city. As such the city needs to provide sufficient well designed parking facilities. The wording of Policy M5 is shown in Figure 3, and Table 2 outlines the standards for all development except student accommodation.

Figure 3: Policy M5: Bicycle Parking

<p>Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.</p> <p>Provision of bicycle parking lower than the minimum standards set out in Appendix 7.3 may be acceptable for new student accommodation that is located close to the institution where most of its occupants will be studying and/or where it is adequately demonstrated through a transport assessment that there is existing unused cycle capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms.</p> <p>Bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure.</p> <p>For new non-residential development, the City Council will seek the provision of showers and changing facilities in accordance with the thresholds and minimum standards set out in Appendix 7.3.</p> <p>Where opportunities to do so arise in relation to development, consideration should be given for the provision of space for storage of dockless bicycles.</p>
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Table 2: Cycle parking standards for all development except student accommodation

Development type	Minimum parking standards
Houses and flats up to 2 bedrooms	At least 2 spaces per dwelling
Houses and flats of 3 or more bedrooms	At least 3 spaces per dwelling
Student Accommodation	At least 4 spaces for every 4 study bedrooms unless site specific evidence indicates otherwise in accordance with Policy M5.
HMOs	At least 1 space per occupant
Hotel/Guest Houses	At least 1 spaces per 5 non-resident staff (or other people). Plus 1 space per resident staff
Shops other than non-food retail warehouses, financial and professional	1 space per 113m ²
Businesses	1 space per 90m ² or 1 space per 5 staff or other people
Food and drink	1 space per 40m ² public floor space
Non-food retail warehouses including garden centres	1 space per 400m ²
General industry / warehousing/ distribution)/ traders' merchants	As B1 up to 235m ² . 1 space per 5 staff (or other people).
Places of assembly including cinemas, theatres, stadiums and concert halls.	4 spaces per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter.

Development type	Minimum parking standards
Places of worship/ community centres/ public halls	2 spaces per 20m ² of seating/assembly floor space
Libraries	1 space per 200m ²
Medical clinics/dentists	1 space per treatment room plus 1 space per 5 staff or other people.
Hospitals	1 space per 5 staff or other people
Public sports facilities	1 space per 5 staff (or other people) plus additional provision to be determined on its merits with the following guideline; 1 space per 105m ² . In the TDAs, additional provision should be increased to 1:55m ² and in the TCA to 1:35m ² .
Primary/junior schools	1 space per 5 pupils. Plus 1 space per 3 staff (or other people).
Secondary/senior schools	1 space per 2 pupils. Plus 1 space per 3 staff (or other people).
Non-residential higher/further education	1 space per 2 students (based on anticipated peak number of students on-site at any one time). Plus 1 space per 5 staff.
Other developments	To be treated on their individual merits

6. Bicycle Parking Design Guidance

6.1 Bicycle parking options should be considered at an early stage of masterplanning and new developments must take every opportunity to ensure it is not an afterthought. Where bicycle parking is provided retrospectively, for example where an existing building has been redeveloped, it is recommended that the principles and guidance in this document are applied.

Residential Cycle Parking

6.2 Residential cycle parking should ideally be provided on plot in a secure, covered and lockable enclosure, for example in designated cycle store or shed. Space for storage should be considered from the beginning of the design process in order to avoid compromising the overall design of the scheme. Where provision is provided within front gardens it is recommended that it is considered alongside other ancillary services such as bin storage and landscaping. Cycle parking stores/ sheds should be designed using materials that are in keeping with their surrounds so the character of the surrounding area is not compromised. If located within a conservation area or close to a listed building an early discussion with a planning officer is advised. Where there is

insufficient space, for example in flats, high density or other communal accommodation or for car free/ low car developments that lack space for dedicated on-plot storage, cycle parking should be provided in a secure communal compound.

- 6.3 An appropriate balance should be made between short and long stay provision considering for example the needs of residents versus visitors. This is especially important in flats, high density or other communal accommodation where provision may only be available for residents and not necessarily their visitors (for example located in the basement or a dedicated secure compound accessed by key/ key pad only held by residents).
- 6.4 If cycle parking is provided within basements in communal settings, access should be provided via a lift or shallow gradient ramp (<5%). The need to pass through consecutive doors should be avoided.
- 6.5 If located outside provision should be sited close to the main entry/exit points of the building and be accessible to all, secure and well maintained to ensure it is an attractive option. Ideally the provision should be sheltered providing protection from the elements and secure. It should be overlooked and not hidden by landscaping. It should be well-lit so that users can access in the dark particularly during the winter months. The provision should not be sited where it will cause an obstruction for passing pedestrians or vehicles.
- 6.6 If the development is of a large scale, provision should be arranged in clusters and/or evenly spread through the site and relate to either a block or floor of flats depending on the size of the building to enable easier access for residents and their visitors.

Non Residential Cycle Parking

- 6.7 As set out in the OLP2036 a fundamental part of encouraging cycling is the provision of secure storage at destinations such as shops and work places. A flexible approach to the design of cycle parking is recommended and it is acknowledged that sometimes there are space and design constraints influencing the location of parking provision.

6.8 When planning and designing cycle parking, distinguishing between visitor/short term and long term cycle parking needs to be considered. Visitor/short term parking should be convenient and accessible, ideally provided in a prominent location as close as possible to the destination entrance/exit. Long term parking however should be provided on a natural route to and from the destination. All cycle parking provision should be visible, well overlooked and in a well-lit location with high levels of natural surveillance and if possible CCTV.

Types of Cycle Parking

6.9 The planning and design of bicycle parking needs to take into account the different types and sizes of bicycles that exist. For example what may fit a standard size two wheeled bicycle will not necessarily be able to accommodate a tricycle or larger cargo cycle. Electric (E) bicycles also require more bespoke parking provision owing to both their size and need for additional security. When planning parking provision for e-bicycles, the design also needs to take into account providing sockets for recharging.

6.10 The type of spaces that are provided will to a certain extent be influenced by the duration of parking that is needed. For example, provision for residential developments is likely to be different to non- residential provision and provision for short term usage (e.g. shoppers or leisure trips) will also be different to that for longer term usage (e.g. commuters). Regardless of end user, the provision should be secure and able to accommodate the different types of bicycles that exist.

6.11 With an increase in the number of deliveries being made by cycle including cargo bikes – e.g. deliveroo, pedal and post, it is important that consideration is given to the provision of dedicated space for parking these types of cycles, which are by their nature larger than more traditional bicycles.

6.12 Promoters of non-residential developments (especially businesses) should consider how they can provide for these within their site or if this is not possible, consider whether there is adequate space off-site for delivery bicycles associated with their development to park, without causing an obstruction to both pedestrians and vehicles or not creating street clutter. If appropriate a contribution could be offered towards the provision of off-site dedicated provision for this type of cycle.

6.13 Similarly with an increase in the number of e-bikes it is important that consideration is given to the provision of dedicated space for any electric fleet that may be associated with a business.

6.14 There are various types of bicycle parking available ranging from the popular Sheffield (inverted U) stands (Figure 4) that allow two cycles to be parked on one stand with a range of locking positions to other ‘tubular’ cycle parking designs such as the M-profile stand, which is designed to facilitate double locking. Stands that support bicycles by gripping the wheels alone, often referred to as “butterfly stands” should not be used as they do not provide enough security for the frame of the bicycle.

Figure 4: Sheffield Stands



6.15 Some types of bicycle parking may be more space efficient than others for example double stackers or two-tiered stands provide an option where there are space constraints or high demand for cycle parking with the racking system increasing the capacity of the site (Figure 5). These can however be difficult to use and do require more maintenance than other types of cycle parking so this needs to be considered. Other options that can be considered where there are space constraints are wall loops or locking rails that can be directly attached to a wall to provide provision for one or two bicycles. This type of cycle parking could be used for visitors to flats, high density

or other communal accommodation as well as for non-residential developments. Cyclehoops that fix to existing lampposts/ bollards are another option that can be considered when there are space constraints. Another option is consider the provision of a dual use facility such as combining cycle parking provision with a green planter.

Figure 5 – Double Stacking Cycle Parking³



6.16 Cycle lockers and secure compounds/shelters offer more secure provision but these often require more management than other options (Figure 6 and Figure 7).

³ Photograph courtesy of St Anne's College, Oxford

Figure 6 - Cycle compound⁴



Figure 7 – Waltham Forest Cycle Hub⁵



6.17 Other options include automated towers and underground cycle parking which although expensive can release space for other use and the provision of secure cycle hubs.

6.18 In addition to adequate bicycle parking it is also important that the provision is inclusive allowing all users the opportunity to safely park their bicycle so as not to exclude or disadvantage riders of certain types of cycles. This includes ensuring step-free access to

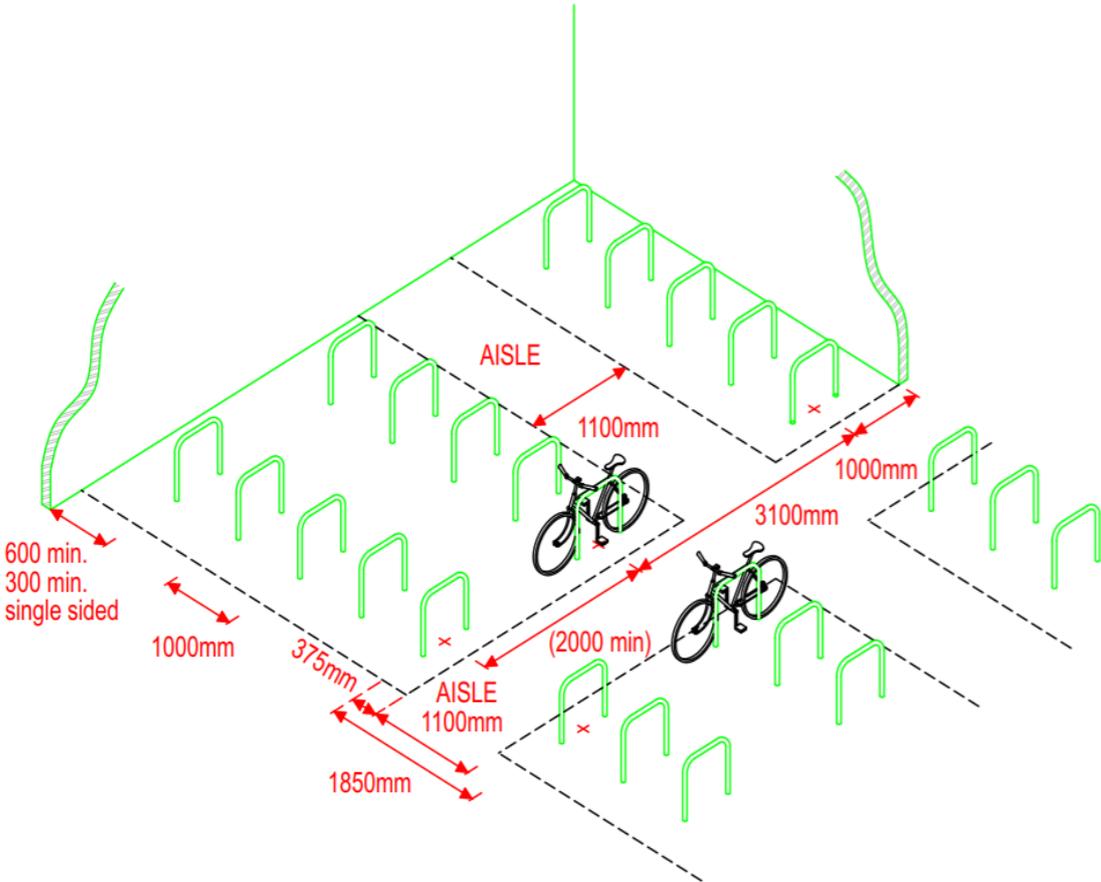
⁴ Photograph courtesy of the University of Oxford

⁵ Photograph courtesy of Adam Bows.

any bicycle parking provision and ensuring that any access doorway is wide enough for larger cycles to pass through, tight corners should also be avoided.

- 6.19 A further consideration is spacing between stands, although it acknowledged that sometimes there are space constraints. Where Sheffield stands are installed in line with each other, there should be adequate space between stands to enable users to manoeuvre their bicycles into and out of the stand (a minimum of 2m and extended to 3.1m where there is an aisle). When Sheffield stands are installed slanting at 45 degrees to each other the gap should be at least 1.4 metres. This is to allow each stand to accommodate two cycles and also to ensure ease of unobstructed access, especially for cycles with paniers and child seats for example. Higher figures will be needed where there are physical constraints such as walls or other building structures.
- 6.20 The space required for access aisles must also take into account the different types and sizes of bicycles that may use the facility. In addition it is essential that aisles are provided every 2 rows of Sheffield stands and at regular intervals between groups of stands to allow cyclists to get past parked cycles and manoeuvre in and out. These aisles should be a minimum of 1.1m (equivalent to 3.1m between the centres of stands). The spacing between rows of Sheffield stands in a parallel arrangement with aisle widths and clearances to walls is illustrated in Figure 8.

Figure 8: Example layout and spacing of Sheffield stands in a parallel arrangement



7. Bicycle parking requirements for different types of development

Table 4: Residential Developments

Development Type	Requirements
An individual house	Parking should be secure and covered, ideally located outside the front door.
A group of houses	Parking should be provided in a secure, covered and lockable enclosure.
Houses where garages are provided	Garages must allow space for bicycles to be moved easily without having to move a parked car.
Flats, apartments and other multi-occupancy dwellings	Where possible parking for residents should be within the building footprint on the ground floor. If located outside, parking should be well- lit, covered, overlooked and include security.

Development Type	Requirements
	Visitor parking should be provided outside in close proximity to the entrance of the building. This should also be secure, well-lit and overlooked.

Table 5: Non Residential Developments

Development Type	Requirements
Public Space	<p>Short stay parking should be convenient, easy to use, secure, located in a highly visible area with good natural surveillance and covered if possible.</p> <p>Long stay parking should be secure, covered and overlooked.</p>
Private Space	<p>Short stay parking should be located in close proximity to the entrance of the building and be secure and overlooked.</p> <p>Long stay parking should parking should ideally be indoors at ground level. If located outdoors it should be covered, secure and overlooked.</p>

Appendix

Redevelopment in a car free zone.

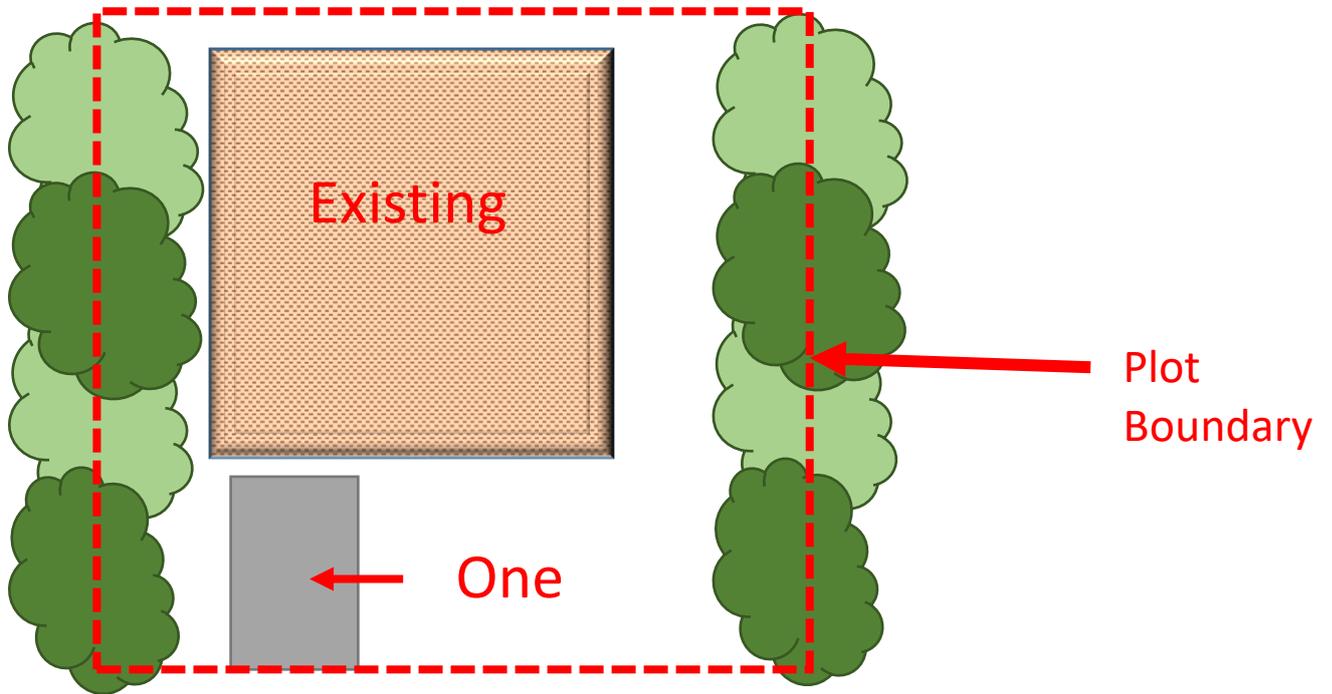


Figure 1: Existing dwelling with one off-street parking space

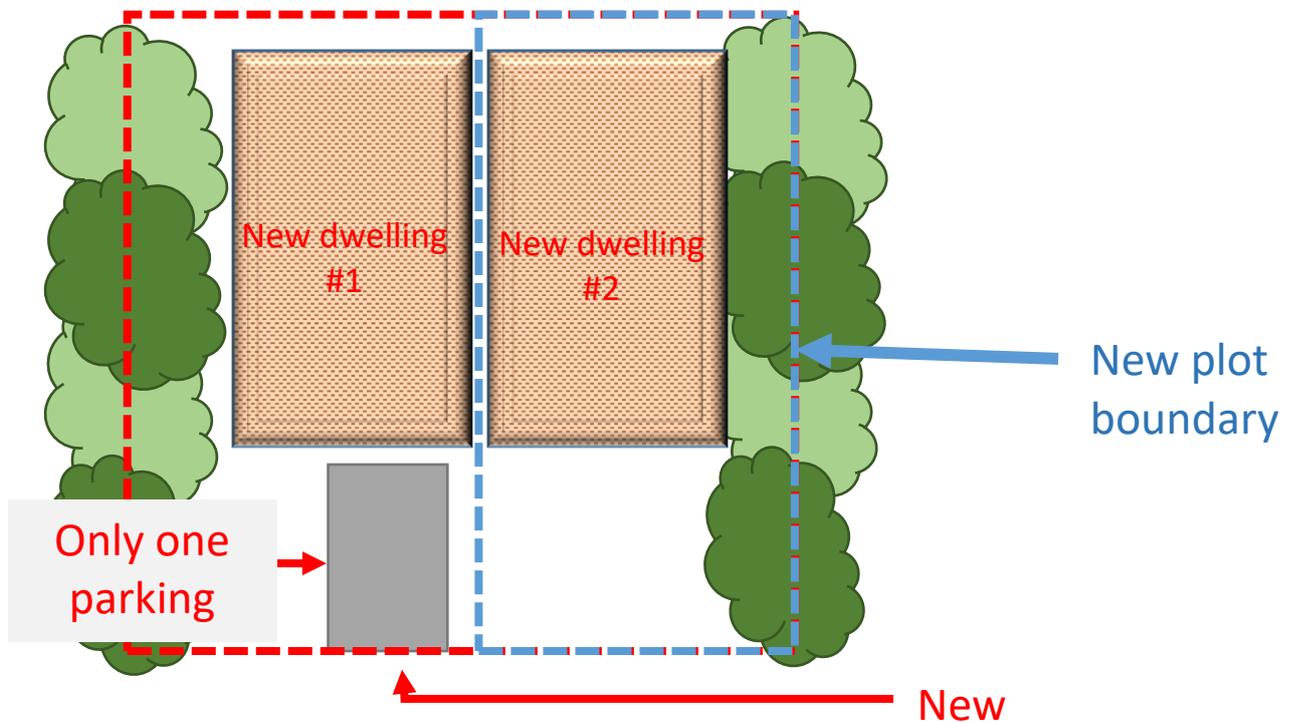


Figure 2: Proposed redevelopment of the site to provide two dwellings. The proposed development may retain, but not increase existing off-street parking provision on site.