

# ***SUPPLEMENTARY PLANNING GUIDANCE***

## ***PARKING STANDARDS***

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Oxfordshire County Council's maxima parking levels are set out in the attached table and should be used within the context of Policy DC5 of the Local Plan 2011.

## Parking Standards - Maxima Levels

Accessibility Characteristic	Residential	Food Retail**	Non Food Retail**	B1 and A2	B2 - General Industry	BB Warehousing	D2 Assembly and Leisure **	Cinema & Conference *	Hotel and Guest Hse	Hospital	Higher Education	A3 - Restaurant/ pubs	Stadia
Type 1	1 space per dwelling up to 2 bedroom(s); 2 or more bedroom(s) - on merit								on merits	on merits	operational need	operational need	N/A
Type 2	1 bedroom - 1 space; 2/3 bedroom(s) - 2 spaces; 4 bedrooms or more - on merit	1 space per 14sqm	1 space per 20sqm	1 space per 30sqm	1 space per 50sqm	1 space per 200sqm	1 space per 22sqm	1 space per 5 seats	1 space per 1 beds	on merits	1 space per 2 staff 1 space per 15 students	1 space per 5sqm of public space	on merits (guide 1 per 15 seats)*
Application Threshold (gross floor area)	N/A	1000	1000	500	500	1000	1000	1000	30	N/A	2500	N/A	1500 seats

\* Coach parking treated separately

\*\* A PPG6 sequential test location policy will apply to these land uses

Type 1 - This standard is applicable to the Central Policy Areas of Abingdon and Wantage

Type 2 - Other areas

### Parking Standards for Developments Below the Threshold Size

There will be a presumption that the above maximum standards apply to developments below the threshold size but each case will be on merit and the parking provision for each site will be considered in the light of its location and the need to reduce private vehicle mileage in line with PPG13

### Notes

Where developers are proposing levels of parking below the maximum levels they will be required to submit supporting information to show the likely impact on street parking and accessibility to public transport. This could include parking surveys to show the level of existing parking stress and an assessment of any road safety implications. It may also require a contribution to improving public transport.

Operational parking is the level of parking to accommodate those vehicles required for the essential operation of the land use under consideration.

The specific operational need of an applicant will not necessarily be the determinant of the parking provision. For the avoidance of doubt, operational parking excludes customer parking.

Travel Plans will be required to show how the use of private vehicle trips will be controlled or reduced.

Cycle Parking will be required in line with the County Council's cycling strategy.

Parking provision for people with disabilities should be provided in line with BS 8300:2001.