

Parking Standards for Oxfordshire are set out in the Local Transport Plan. They are reproduced here.

- **Note 1:**
All standards in all locations are maximums. Development may provide less parking but should not provide more.
- **Note 2:**
The Standards will apply to all areas in West Oxfordshire. Proposals in Witney town centre which propose levels of parking below the standards will be considered favourably, provided no highway problems would result.
- **Note 3:**
There will be a presumption that the standards will also apply to developments below the threshold size but each case will be considered on merit with regard to the availability of public transport and accessibility of the site to pedestrians and cyclists. Thresholds are set out in PPG13 (Transport).
- **Note 4:**
Where areas are quoted, they are gross areas based on the external dimensions of the relevant buildings.
- **Note 5:**
Where developers are proposing levels of parking significantly below the maximum levels they will be required to demonstrate that this will not have any highway safety implications.
- **Note 6:**
Standards for cycle parking are set out in the County Cycling Strategy – a supporting document to the Local Transport Plan, and are reproduced here.
- **Note 7:**
Wider parking spaces will be required for disabled persons vehicles ie 5.0m x 3.2m. Provision should be made for car parking spaces wherever conventional parking spaces are provided, particularly in relation to community, retail and commercial development. The percentage provision to be made will be related to the scale of overall parking provision on the particular site involved and in the wider area generally.

Parking Standards

Maximum Car Parking Standards for West Oxfordshire (Zones A & B not applicable)

Development Type	Zone C Small Towns	Thresholds (See Notes 3 & 4)
Residential	1 bed dwelling - 1 space; 2-3 bed dwellings - 2 spaces; 4+ beds - 2+ spaces on merit	N/A
Food Retail *	1 space per 14m ²	1000m ²
Non-food Retail *	1 space per 20m ²	1000m ²
Use Class BI & A2 (including offices)	1 space per 30m ²	500m ²
General Industry	1 space per 50m ²	500m ²
Use Class B8 Warehousing	1 space per 200m ²	1000m ²
Use Class D2 Assembly & Leisure *	1 space per 22m ²	1000m ²
Cinemas and Conference Centres *	1 space per 5 seats	1000m ²
Hotels and Guest Houses	1 space per bedroom	30m ²
Hospitals	To be assessed individually based on location, accessibility by alternative modes to the private car and scale.	N/A
Higher and Further Education	1 space per 2 staff and 1 space per 15 students	2500m ²
Use Class A3	1 space per 5m ² of public space	N/A
Stadia	To be assessed individually. Guideline: 1 space per 15 seats	1500 seats

* a strict PPG6 (sequential test) locational policy will apply to these land uses.

Cycle Parking Standards - Minimum Levels

Development Type	Employee or Resident Requirement	Visitor Requirement
Residential	1 bed dwelling - 1 space; 2+ beds - 2 spaces	1 stand per 2 units, where there are more than 4 units
Food Retail	1 space per 12 staff*	1 stand per 200m ²
Non-food Retail	1 space per 6 staff	1 stand per 200m ²
Use Class A2	1 stand per 12 staff**	1 stand per 100m ²
Use Class B1	1 stand per 150m ²	1 stand per 500m ²
Use Class B2	1 stand per 350m ²	1 stand per 500m ²
Use Class B8	1 stand per 500m ²	1 stand per 1000m ²
Use Class D2 Assembly & Leisure	1 stand per 12 staff**	1 stand per 20m ²
Cinemas and Conference Centres	1 stand per 12 staff**	1 stand per 20m ²
Hotels and Guest Houses	1 stand per 12 staff**	1 stand per 10 beds
Hospitals	1 stand per 12 staff	On merits
Higher and Further Education	Subject to individual assessment	Subject to individual assessment
Use Class A3	1 stand per 12 staff**	1 stand per 20m ² of public space
Stadia	1 stand per 12 staff	On merits (guide 1 stand per 30 staff)

Notes:

- a) Where number of staff is not known: * = 1 staff per 50m²
** = 1 staff per 7m²
- b) Residential garages should be designed to allow space for car plus storage of cycles where appropriate
- c) 1 stand = 2 spaces. The total number of stands to be provided should be rounded upwards. The preferred stand is of the 'Sheffield' type
- d) All cycle parking facilities to be secure and located in convenient positions
- e) Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development

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