

Paragraph 4.12 of Parking Standards document.

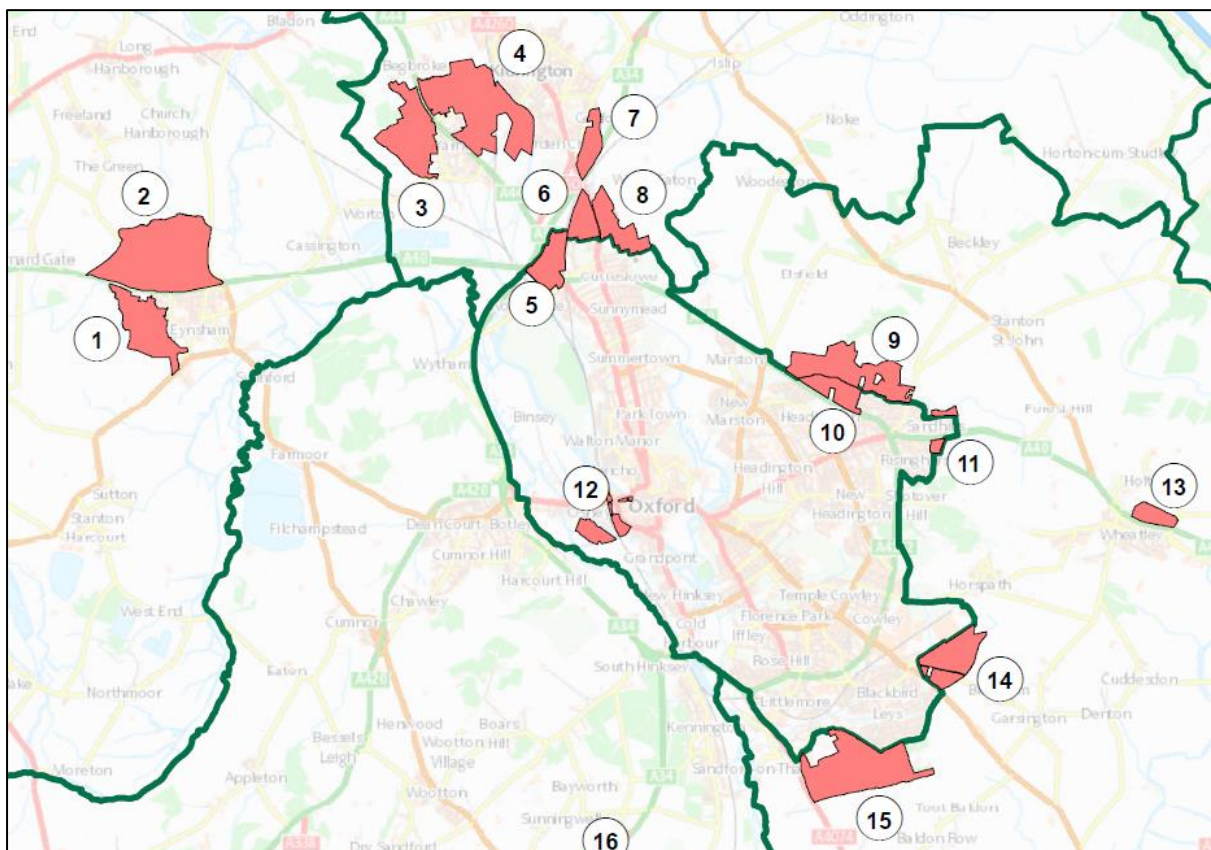
This section of the Parking Standards for New Developments clarifies what ‘Car Fee Developments’ means and sets the design criteria for such an approach for all development proposals.

‘Car-Free development means that no car parking spaces are provided within the site other than those reserved for disabled people, car clubs or operational uses. The concept of car free developments is fully supported by OCC where any such development proposal satisfies the following criteria.....’

Residential Car Parking Standards for Edge of Oxford City sites

There are several Local Plan development sites allocated around the edge of Oxford City to support Oxford’s unmet housing needs.

Figure 1: Location of Edge of City Sites



These allocated housing sites include: West Eynsham (1,000 houses), Cotswold Garden Village (2,000 houses), Land West of Yarnton (540 houses), Land East of the A44 (1,950), Land West of Oxford Road (670), Land South East of Kidlington (430), Land East of Oxford (690), Land North of Bayswater Brook (1,100), Land at Northfield (1,800) and South of Grenoble Road (3,000 houses) = these sites equate to 13,180 new houses.

All these sites are located on the edge of Oxford City and will be subject to master planning and transport assessment work. They are all able to come forward as car free developments or with reduced car parking; subject to meeting the design criteria set out in the proposed document.

The document as proposed allows for the possibility of car free development but doesn't insist upon it for edge of city sites. This flexible approach encourages robust considerations of whether sufficient public transport, walking and cycle provision can be delivered to support car free development. As well as the other local facilities that are required to encourage internal trips, such as a local centre, schools, employment areas etc.

Each development site proposal will be assessed on its merits (as they are now). As part of that assessment work this will include a review of potential travel patterns, car trip rates from a resident's origin to their destination which all feed into the master planning for a site.

Making specific reference to Edge of Oxford City developments or any other sites in section 4.12, which deals with car-free development, is not appropriate as the standards document needs to cover all future developments, and the addition would not be local plan policy compliant. Instead amending section 6.2 on Edge of Oxford City developments as proposed is the appropriate way to encourage negotiations (and thus actually change parking and travel on the ground, as opposed to on paper) based on car-free or low-car models of development.

Introducing standards that are not achievable in every circumstance will have the potential to reduce the effectiveness of the standards being proposed as it could result appeals through the planning process and in turn mean Oxfordshire County Council loose influence over future developments.

17th October 2022