

CHAPTER SEVEN

A LIVEABLE CITY WITH STRONG COMMUNITIES AND OPPORTUNITIES FOR ALL

Oxford is a very liveable and accessible city, with most people having easy access to a range of services to meet their daily needs. Most of the city has local services and facilities within a 15-20 minute walk, with other services and facilities accessible by the excellent public transport network. Maintaining and aiming to improve this is vital.

Policies can be used to help achieve, support and sustain liveable cities, including by protecting certain facilities, maintaining the vibrancy of our centres, managing parking and requiring transport assessments and travel plans when new developments are proposed and implemented. This ensures traffic is managed well and that walking, wheeling, cycling and public transport are prioritised, consistent with Oxfordshire County Council's adopted Central Oxfordshire Travel Plan and the transport user hierarchy policy it promotes.

TOWN CENTRES AND TOWN CENTRE USES

Uses that attract lots of people and need to be located in accessible locations are defined as town centre uses in the NPPF. Their co-location within town centres (the city centre, district centres and Local Centres as defined in Policy C1) helps reduce people's need to travel and helps ensure attractive and vibrant centres.

CITY, DISTRICT AND LOCAL CENTRES

Policy Context

- The city and district centres are highly accessible mobility hubs that include a broad range of facilities including shops, hospitality, community and leisure facilities.
- Local centres are smaller-scale, but still have an importance beyond the immediate neighbourhood, are well connected and suitable for a range of uses.
- Small parades of shops with a purely local function do not meet the definition of local centres set out in the NPPF, so are not defined in this category, even though they are very important for local communities.

- The NPPF says that an impact assessment should be required for retail and leisure developments outside of town centres and the threshold may be set locally.
- Establishments that promote community cohesion, health and wellbeing are particularly welcomed in the city centre, local and district centres.
- The availability of hot-food takeaways can encourage unhealthy eating habits that are harmful to health, so limiting new hot-food takeaways can be beneficial, although these uses can also be popular and help to support local centres.

Policy Implementation

- Policy C1 sets out the hierarchy of centres.
- Town centre uses should be directed to the city centre, district centres and local centres, then edge of centre locations, and only outside of these where no alternatives are available and the site is suitable. The need to use an out-of-centre location must be justified, and the criteria of the policy worked through to demonstrate the proposed location is suitable.
- All defined centres (the city centre, district centres and the local centres) are Town Centres according to the NPPF, and town centre uses are therefore suitable in all these defined centres. Town centre uses are defined in the Glossary (and in the NPPF) and they are not restricted to any particular Use Class.

POLICY C1: CITY, DISTRICT AND LOCAL CENTRES

The city centre and district centres defined on the Policies Map are:

- City centre;
- Cowley centre;
- Cowley Road;
- Summertown; and
- Headington.

Local Centres defined on the Policies Map are:

- St Clement's;
- Walton Street and Little Clarendon Street;
- High Street east;
- Rose Hill;
- North Parade Avenue;
- Magdalen Road
- New Marston;
- Underhill Circus;
- Blackbird Leys; and
- Greater Leys.

In the city, district centres and local centres, new Use Class E and other main town centre uses will be permitted where compatible with other policies in the plan, which include:

- Retail, cafes and restaurants;
- Leisure and entertainment and indoor sports uses (e.g. gyms, leisure centres);
- Health centres, GPs and clinics;
- Offices, research and development and light industrial;
- Community facilities;
- Residential (where compliant with the active frontages policy, including student accommodation in the city centre and district centres, but not in the local centres);
- Visitor attractions (Sui Generis uses including pubs, cinemas, live music venues, concert halls, dance halls);
- Short stay accommodation (in accordance with Policy E5 and where compliant with the active frontages policy C2).

Proposals for new hot food take-aways (Sui Generis Use Class) will not be permitted outside of the city, district or local centres.

A sequential approach should be taken for locating new town centre uses. Applicants must demonstrate how the sequential approach has been applied if town centre uses are proposed outside the city centre, district and local centres, looking at edge of centre areas first then accessible locations well connected to the town centre.

Where the applicant demonstrates an out-of-centre location is justified as no alternative sites are available and where this is not contrary to other policies of the Plan, planning permission will only be granted where all the following criteria are met:

- a) It has good accessibility by walking, cycling and public transport; and
- b) Impacts on the road network can be mitigated (which is likely to include by minimal parking); and
- c) That no unacceptable harm or loss of amenity will be caused to adjoining land uses.

Planning permission for retail and leisure proposals of greater than 350m² floorspace and outside of a defined centre will only be granted if a retail impact assessment is submitted with proportionate evidence to demonstrate there is no negative impact on the vitality and viability of existing centres, by assessing:

- d) The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposals;
- e) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment.

MAINTAINING VIBRANT CENTRES

Policy context

- Development should respond to and enhance the individual character of the centres to help maintain their attractiveness and therefore their robustness by encouraging people to want to visit and linger.
- Ensuring active frontages in a centre is a key tool to achieving vibrancy.

Policy implementation

- Policy C2 provides design principles for each centre to guide future developments and ensure opportunities are taken to enhance and strengthen them.
- Sections of streets where an active frontage is to be retained at ground floor level are defined on the Policies Map. Within those frontages a minimum threshold is set for the proportion of Class E (commercial, business and service uses) at ground floor level.
- All thresholds are set above current levels of Use Class E, so the focus of the policy is retention.
- Any proposed new use within an active frontage, even when the overall proportion of Use Class E would remain above the threshold, will be expected to show how activity will be maintained.

POLICY C2: MAINTAINING VIBRANT CENTRES

The densification and growth of district centres and the city centre is encouraged. High density development is generally expected in the city centre and district centres as set out in Policy HD8, and this should be low car.

Planning permission will be granted for new development within the district centres and city centre where it takes opportunities to deliver the following, where relevant:

- Improved permeability and connectivity to existing development and wider transport links;
- Intensification of development to create a high-density centre, including by more efficient use of land, by consolidating uses and through infill;
- More residential development, including on the upper floors of existing commercial premises;
- Enhancement of existing buildings and improvement in their relationship to the street by creating active frontages;
- Rationalisation of public car parking so it is well-located, limits surface-level parking and is reduced where possible, and makes better use of workplace surface-level car parking;
- Public realm improvements for cyclists and pedestrians and public transport users and rebalancing of the space within streets from vehicles to pedestrians;
- Improved pedestrian connections across the main roads through the centres;
- Enhancement and new opportunities for public realm and landscaping such as tree planting, including incorporation of small green spaces where people can stop, dwell, socialise and play;
- Better integration of the landscape setting and surrounding green spaces;
- Enabling of the continued successful operation of any street markets;
- Improvements to shopfronts and signage;
- Enhance and better reveal heritage assets and their settings.

Active frontages

Planning permission will be granted at ground floor level of the defined Active Frontages (as set out on the Policies Map) for town centre uses that promote the vitality of the centre, and where the proportion of units at ground floor level does not fall below the threshold percentages of Use Class E set out below. Proposals for any new use within the defined active frontages of the city, district and local centres, even when the overall frontage would remain above the threshold, will be expected to

promote the vitality of the centre. Planning permission will be granted if it can be demonstrated how activity will be maintained by:

- m) Attracting footfall; and
- n) Creating and retaining an active window display; and
- o) Not adversely affecting the amenity, availability of services or appearance of the frontage.

Centre name	Threshold % of Use Class E
Headington District Centre	80%
Summertown District Centre	80%
Cowley Road District Centre	75%
Cowley Centre District Centre	80%
City Centre primary frontage	90%
City Centre secondary frontage	70%

Planning permission will be granted for development of upper storeys of the Active Frontages for housing, student accommodation and other uses appropriate to a town centre, as long as the functioning of the ground floor unit(s) in the active frontage is not undermined.

Local Centres

Planning permission will only be granted at ground floor level within the Local Centre Active Frontages for main town centre uses that promote the vitality of the centre and where the proportion of units in the Local Centre at ground floor level in Use Class E does not fall below 50% of the total number of units.

Planning permission will be granted for development of upper storeys of units in the Local Centres for housing and other uses appropriate to the location, as long as the functioning of the ground floor unit(s) in the active frontage is not undermined.

The City Centre, District Centres, Local centres and Primary and Secondary Active Frontages and Local Centre Active Frontages are all defined on the Policies Map.

COMMUNITY, INSTITUTIONAL, SOCIAL AND CULTURAL FACILITIES AND ATTRACTIONS

It is important that our communities are supported by provision of health and community facilities, meeting places, nightlife, cultural and education venues. Access to such facilities greatly improves the quality of life for residents, builds strong communities and helps to address inequalities.

In seeking social inclusion and a high quality of life, a diverse range of facilities should be accessible that meet social, economic, health, leisure, cultural and religious needs of Oxford's diverse communities. Facilities important to local communities may include community centres, schools, children's centres, meeting venues for the public or voluntary organisations, public halls, places of worship, leisure and indoor sports centres, pavilions, stadiums, public houses, club premises or arts buildings.

Sometimes co-locating multiple facilities on a single site can be an efficient way to improve accessibility and support the principles of a liveable city.

PROTECTION, ALTERATION AND PROVISION OF NEW LOCAL COMMUNITY FACILITIES

Policy Context

- Sometimes existing facilities may not be fit-for-purpose, or they may provide poor accessibility, in which case improvements on site or nearby may be more sustainable.
- Some local community facilities may have scope to provide some affordable workspace in accordance with Policy E3 to support small startup businesses whose location complements these local community uses.

Policy Implementation

- Local community facilities fall into Use Class F.2 of the Use Classes Order. This includes a hall or meeting place mainly for the local community, indoor and outdoor pools and skating rinks, and the policy applies to these.
- Policy C3 does not apply to places for outdoor sport and recreation (which are within the Use Class F.2), because these are dealt with in Policy G1.
- Shops of no more than 280m² in size and 1km from a similar facility are classed as having a local community use within Use Class F.2. All other shops are use Class E and can change freely to any commercial use. To protect these local community shops their expansion to a size where they would fall out of use Class F.2 is not permitted.

POLICY C3: PROTECTION, ALTERATION AND PROVISION OF LOCAL COMMUNITY FACILITIES

Planning permission will be granted for new local community facilities and the improvement and expansion of existing facilities where the City Council is satisfied that the following criteria are met:

- a) The location is easily accessible by walking, cycling and public transport; and
- b) The proposal will not result in an unacceptable environmental impact or loss of amenity.

Opportunities will be taken to secure community use and joint user agreements.

Planning permission will not be granted for development that results in the loss of such facilities unless:

- c) Suitable replacement can be provided on-site, or at a location equally or more accessible by walking, cycling and public transport; or
- d) There are facilities nearby and within the neighbourhood that can be enhanced to ensure none of the local community function and accessibility is lost; or
- e) The proposal is for an alternative community facility for which there is greater need or demand.

Planning permission will not be granted for the expansion of shops that meet the definition of a local shop within Use Class F.2 (not more than 280m² and where there is no other such facility within 1,000m²) if they would become large enough to be classed as Use Class E rather than F.2.

PROTECTION ALTERATION AND PROVISION OF LEARNING AND NON-RESIDENTIAL INSTITUTIONS (INCLUDING SCHOOLS, LIBRARIES AND PLACES OF WORSHIP)

Policy Context

- Schools, libraries and places of worship all play an important role in servicing the needs of Oxford's communities. The City Council has worked closely with partners including the County Council as the Local Education Authority to plan the educational needs of the city and it will continue to work in partnership to ensure that new development is provided with access to school places, and that existing access is enhanced and improved when opportunities arise.
- Learning and non-residential institutions (schools, libraries and places of worship) all fall under Use Class F.1: learning and non-residential institutions.
- These facilities can attract large number of people, sometimes from quite a wide area, so it is important that new facilities are in accessible locations that minimise any potential traffic impacts and that there is no loss of amenity to existing surrounding uses.

Policy Implementation

- These facilities are protected, unless the criteria in the policy are met.
- Criteria are included for consideration of proposed new uses to ensure they are suitably located and potential harmful impacts are mitigated.
- The policy does not apply to proposals for educational establishments for students exclusively of 18 years and over, such as the universities (although joint user agreements will still be sought where possible).
- Where possible joint user/shared user agreements are expected.

POLICY C4: PROTECTION, ALTERATION AND PROVISION OF LEARNING AND NON-RESIDENTIAL INSTITUTIONS*

Planning permission will be granted for new learning and non-residential institutions (use Class F.1) where the following criteria are met:

- a) The development will be accessible to those who will use it by walking, cycling and public transport and will not create unacceptable traffic impacts; and

- b) The proposal will meet local needs or an existing deficiency in provision or access, or the proposal will support regeneration or new development; and
- c) The proposal will not result in an unacceptable environmental or local amenity impact; and
- d) Where possible, joint user and shared user agreements are made.

Planning permission will be granted for the redevelopment of learning and non-residential institutions (Use Class F.1) where it can be demonstrated that:

- e) If there are any new uses to be introduced, these will not conflict with the existing use and any loss of floorspace of the existing use will not result in it not being able to function and meet needs; and
- f) The development will be accessible to those who will use it by walking, cycling and public transport and will not create unacceptable traffic impacts; and
- g) The proposal will not result in an unacceptable environmental or local amenity impact; and
- h) Where possible, joint user and shared user agreements are made.

Planning permission will not be granted for development that results in the loss of learning and non-residential institutions (Use Class F.1) from a site unless it can be demonstrated that:

- i) There is no longer a need or foreseeable need, or there is overriding demand for an alternative use on the site that is of benefit to the local community; or
- j) Suitable replacement provision can be provided on-site, or within an alternative suitable location that would continue to be easily accessible to its users by walking, cycling or public transport; or
- k) It can be demonstrated that the use can no longer feasibly be provided in its location.

* This does not apply to academic institutions exclusively for 18+ students such as the University of Oxford and Oxford Brookes University.

PROTECTION, ALTERATION AND PROVISION OF SOCIAL AND CULTURAL VENUES, PUBS AND VISITOR ATTRACTIONS

Policy Context

- Social, cultural and visitor attractions often add a unique vibrancy to the city and can be important to local communities in a number of ways, for example they may contribute to the evening economy, bring social and leisure benefits, provide a meeting place and provide locations for events and for showcasing the work of different artists.
- Although these venues attract visitors from beyond the city, including tourists, events and activities held at these places are also the cultural lifeblood of the city for many people and as such should be celebrated and protected.
- These venues include theatres, cinemas, pubs, museums and music venues.

Policy Implementation

- Most of these venues such as theatres, nightclubs, pubs, casinos and concert halls, which are Sui Generis uses, which means they are not within a use class so their use cannot switch to or from them without planning permission and proposals can all be considered on their own merits.
- The policy allows for changes to alternative types of venue or attraction in cases where similar needs are provided for.
- The criteria in the policy provide a framework to determine applications against.

POLICY C5: PROTECTION, ALTERATION AND PROVISION OF CULTURAL AND SOCIAL VENUES, PUBS AND VISITOR ATTRACTIONS

Planning permission will be granted for new cultural and social venues, pubs and visitor attractions that add to the cultural and social scene of the city, provided that:

- a) The use is located in compliance with the sequential test in Policy C1 and is appropriate to the scale and function of the centre; and
- b) They are realistically and easily accessible by walking, cycling or public transport for most people travelling to the site; and
- c) They will not cause unacceptable traffic harm or adversely affect residential amenity; and
- d) There is no negative cumulative impact resulting from the proposed use in relation to the number, capacity and location of other similar uses (existing or committed) in the area; and
- e) They are well related to any existing or proposed tourist and leisure related areas.

Applications to increase capacity, improve access and make more intensive cultural/community use of existing sites will be supported. This may include diversification of pubs or similar through the provision of short stay accommodation (which must be in accordance with draft Policy E5) on upper floors where it does not detract from the operating capabilities of the business and where it does not conflict with other policies of the Plan.

The City Council will seek to protect and retain existing cultural and social venues, pubs and visitor attractions. Planning permission will not be granted for the loss of existing cultural and social venues, pubs and visitor attractions, except in the following circumstances:

- f) A suitable new or improved cultural venue or visitor attraction (not necessarily of the same type, but meeting similar needs) will be provided on the site or at a location equally or more accessible by walking, cycling and public transport; or:
- g) Evidence is provided to support the application which demonstrates all the following criteria have been met:
 - i) There has not been wilful neglect that has resulted in the venue being unattractive to market; and
 - ii) All reasonable efforts have been made to market the premises for its existing use, or an alternative cultural or visitor attraction use that meets similar needs (according to Appendix 7.1); and
 - iii) It is demonstrated that suitable alternative facilities exist to meet the needs of the local community that may be met by the existing facility.

TRANSPORT AND MOVEMENT IN OXFORD TO HELP CREATE A LIVEABLE CITY

A shift towards sustainable travel is promoted by this plan and by Oxfordshire County Council as transport authority. The many advantages of this include improved air quality, reduced congestion and enhanced public realm. Road space within the city is limited, so to achieve this ambition there is a need to prioritise road space and promote sustainable modes of travel. The County Council has introduced various transport measures to support this shift and has intentions to introduce more during the plan period. Measures to manage traffic include traffic filters, temporary congestion charging, expanded zero emission zone and workplace parking levy. Another ongoing challenge is the prevalence of death and serious injury on our roads. An integrated approach is required to reduce death and injury in alignment with Vision Zero, as set out in the Oxfordshire Local Transport and Connectivity Plan 2022-2050.

TRANSPORT ASSESSMENTS, TRAVEL PLANS AND SERVICING AND DELIVERY PLANS

Policy Context

- Alongside the range of measures to reduce the need to travel and to encourage active travel modes, the policies in the Plan also seek to reduce the opportunities for parking across the city. Over time this will help to reduce car use leading to improvements in congestion, air quality and the environment for walking and cycling. In addition, with fewer private car trips on Oxford's roads, public transport services can flow more freely, further enhancing the attractiveness as an alternative to using a private car for journeys in and around the city.
- The movement of goods and materials by road can have a significant impact on the quality of the environment and the health and wellbeing of residents, in terms of noise, congestion and air pollution. These impacts are severe in Oxford and the city centre in particular. However, commercial deliveries will always need to be made to Oxford and this should be done in the most sustainable way to reduce negative impacts.

Policy Implementation

- A Transport Assessment is a comprehensive and systematic process to ensure that transport impacts of all major applications are properly considered, and where appropriate includes measures to help mitigate development impacts. A Transport Statement is a simplified version of a Transport Assessment and is

often used for smaller developments where the traffic impact is limited in both volume and area impact.

- A Travel Plan is a package of measures tailored to the needs of an individual site and focused on reducing dependence upon the private car. TPs should demonstrate how the occupants of the building are actively encouraged to establish use of sustainable modes of transport. TPs, to be effective, need monitoring, managing and where necessary enforcing.
- Specific Delivery and Servicing Management Plans (DSPs) are required to be submitted for proposals that will affect the city centre or district centres and for sites near residential areas.

POLICY C6: TRANSPORT ASSESSMENTS, TRAVEL PLANS AND SERVICE AND DELIVERY PLANS

Planning permission will only be granted for development proposals if the City Council is satisfied that necessary transport-related measures will be put in place.

A Transport Assessment (TA) or Transport Statement (TS) must be submitted so the likely impacts of the development proposal can be assessed, in accordance with the thresholds set out in Appendix 7.2.

Transport Assessments must assess the multi-modal impacts of development proposals and demonstrate the transport measures which would be used to mitigate the development's impact to ensure:

- a) There is no unacceptable impact on highway safety;
- b) There is no severe residual cumulative impact on the road network;
- c) pedestrian and cycle movements are prioritised, both within the scheme and within neighbouring areas;
- d) Access to high quality public transport is facilitated, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- e) The needs of people with disabilities and reduced mobility in relation to all modes of transport are addressed;
- f) The development helps to create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards as set out in the Oxfordshire County Council Street Design Guide¹¹;
- g) The efficient delivery of goods, and access by service and emergency vehicles is allowed for; and
- h) Charging of plug-in and other ultra-low emission vehicles is enabled in safe, accessible and convenient locations with designated bays and priority for car clubs

A Travel Plan, which has clear objectives, targets and a monitoring and review procedure, must be submitted for development that is likely to generate significant amounts of movement in accordance with the thresholds set out in Appendix 7.3. Travel Plans must support outcomes (a) to (h) set out above.

Where a Travel Plan is required under this policy and a substantial amount of the movement is likely to be in the form of delivery, service and dispatch vehicles, a Delivery and Service Management Plan will be required.

Where a Delivery and Service Management Plan is provided this should set out how deliveries will be managed and demonstrate how impacts will be minimised including congestion, safety, noise and how zero or ultra-low emission and last mile opportunities will be considered.

A Construction Management Plan (CMP) must be submitted for development that is likely to generate significant amounts of movement during construction. This CMP must incorporate the CLOCS (Construction, Logistics and Community Safety) standards where applicable.

CYCLE AND POWERED TWO WHEELERS PARKING

Policy Context

- Increasing the uptake of cycling further will be an important tool in helping Oxford to achieve its ambitions of improving air quality, reducing congestion, enhancing the public realm and encouraging healthy lifestyles.
- Oxfordshire County Council's Parking Standards for New Developments sets out the parking standards for bicycles and powered two wheelers; these parking standards reflect the need for bicycle storage as shown by research evidence.
- As well as parking facilities, changing rooms, showers and locker facilities in places of work can be important in enabling people to cycle.

Policy Implementation

- The policy links to Oxfordshire County Council's Parking Standards for New Developments
- The criteria in the policy set out where a lower level of parking for student accommodation may be acceptable
- Considerations for the provision of cycle parking are included in the policy to ensure it is well located and designed to encourage cycling

POLICY C7: CYCLE AND POWERED TWO WHEELERS PARKING DESIGN STANDARDS

Planning permission will only be granted for residential developments* that comply with or exceed the minimum cycle and powered two-wheeler parking requirements as set out in Appendix 7.4.

Planning permission will only be granted for non-residential developments that comply with or exceed the minimum cycle and powered two-wheeler parking requirements as set out in

Oxfordshire County Council's Parking Standards for New Developments (as shown in Appendix 7.4).

Provision of cycle parking lower than the minimum standards may be acceptable for new student accommodation if it is:

- a) Located close to the institution where most of its occupants will be studying; and/or
- b) Where it is adequately demonstrated through a transport assessment that there is existing unused bicycle parking capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms.

Cycle parking should be well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Cycle parking design should comply with LTN 1/20 'Cycle Infrastructure Design' section 11.4 'Cycle parking types and dimensions.'

Cycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, children's bicycles, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure to charge batteries for E bikes.

Changing room, showers and lockers should be provided at commercial/non-residential new development in accordance with the standards set out in Appendix 7.5.

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

MOTOR VEHICLE PARKING DESIGN STANDARDS

Policy Context

- Parking is one of the key means the Local Plan has of helping to promote the shift towards sustainable travel, and to minimise the impacts of car travel. Minimising opportunities for parking will over time help to reduce car use, leading to improvements in congestion, air quality and the environment for walking and cycling.
- Oxfordshire County Council's Parking Standards for New Developments considers parking levels in new developments, and this aligns with the Local Plan.
- Much of Oxford is covered by Controlled Parking Zones (CPZs) and the aspiration of both the city and the county councils is that the whole of Oxford is covered by a CPZ by the end of the Plan period.
- Low-car developments are generally highly feasible in Oxford due to its compact size, availability of facilities and excellent public transport, and the existence of CPZs.

- Infrastructure for the charging of electric vehicles is addressed by [Part S](#) of the Building Regulations. This covers both residential and non-residential developments with specific levels of requirements set out for each use.
- The Oxfordshire Electric Vehicle Infrastructure Strategy sets out the policies and plans to realise the County, City and District Councils vision for EV charging in Oxfordshire.

Policy Implementation

- For residential development, parking should either be low car, which is pooled (not allocated bays) parking only for disabled, servicing vehicles and pooled cars and working drivers, or it should not exceed the still low maximum parking standards.
- The criteria in the policy set out when low car residential development is expected.
- For all non-residential development, the starting point is to have no additional parking. Additional parking will only be accepted if it can be demonstrated through the transport assessment that the level of provision is necessary to support the development, and if the travel plan demonstrates how the objectives of this plan to promote a shift to sustainable transport are met.
- The design and location of any EV charging infrastructure should consider and avoid negatively impacting on street scene in line with the principles of high quality design and the supporting design checklist.
- The policy links with Policy HD15 Bin and Bike Stores and External Services Features and also with the design checklist (Appendix 1.1)

POLICY C8: MOTOR VEHICLE PARKING DESIGN STANDARDS

Residential developments

Where the following circumstances apply, planning permission will only be granted for residential developments* that are low car:

- a) In Controlled Parking Zones (CPZs) (or on greenfield sites immediately adjacent to them); and
- b) Where the site is located within a 400m walk to frequent (at least 2 an hour) public transport services; and
- c) Within 800m walk to a local supermarket or equivalent facility with a minimum floor area of 130m² of retail space which sells essential items such as milk, bread, pasta and fruit and vegetables

(measurements taken from the midpoint of the proposed development)

In these low car residential developments, no car parking spaces allocated to a particular housing unit are to be provided, but only a shared spaces for blue badge holders, for pooled

cars/car club cars, for servicing and delivery vehicles and for working drivers, for example NHS community staff. The numbers of blue badge holder spaces and servicing spaces, pooled car/car club spaces required in all residential developments is set out in Appendix 7.6

In all other locations, planning permission will only be granted where the relevant maximum standards as set out in Appendix 7.6 are not exceeded.

On large residential schemes of 100+ units, car club or pooled cars should be made available according to the standards set out in Appendix 7.6.

Parking spaces should be located to minimise the circulation of vehicles around the site and so that they are well integrated into the landscaping scheme.

Non-residential developments

In the case of all non-residential developments, the starting point is for no additional parking except for blue badge and servicing only. The Council will seek a reduction for highly accessible sites.

Any additional parking provision above existing levels should be kept to the minimum necessary to ensure the successful functioning of the development, with the need being demonstrated through the submitted Transport Assessment (TA), which should justify proposed parking levels based on the development in the context of the whole site. In addition, a Transport Plan (TP) must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel, and should set out measures introduced to maximise use of sustainable transport modes, and should demonstrate that there will not be unacceptable impacts on the transport network. The TP will be required to be reviewed to ensure that future opportunities to encourage a shift towards public transport and active travel are taken. The requirements for a TP are set out in Appendix 7.3 of the Plan.

Parking spaces should be located to minimise the circulation of vehicles around the site and so that they are well integrated into the landscaping scheme.

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

Electric Vehicle Charging (residential and non-residential)

EV charging infrastructure should be provided in accordance with Part S of the Building Regulations 2010 or any subsequent update to this.

All new blue badge parking bays and all car club parking bays must provide access to live electric vehicle charging infrastructure that is ready for use.

The location of charging points in development proposals should allow for easy and convenient access to the charge point from the relevant parking space and avoid negative impacts.

Both the charging point and electric infrastructure and cabling should be designed and located so that it can be maintained as required. It should be live and ready for use.

When off plot parking is proposed within a new residential development it should incorporate electric vehicle charging infrastructure to enable the charging of electric vehicles on the street in

accordance with the Oxfordshire County Council Street Design Guide, or any subsequent update to this.