

<b>Procedure name:</b>  <b>Bicester Eco Town Parking policy for exemplar</b>	<b>Issue Date:</b>	<b>September 2012</b>
	<b>Effective Date:</b>	<b>September 2012</b>
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## Bicester Eco Town Parking Policy Statement

This document has been prepared to:

1. Satisfy Schedule 20 of the Section 106 Agreement, which requires the submission and approval of a parking scheme; and
2. Discharge Condition 17 attached to the planning permission, which requires a parking scheme for each phase.

### Exemplar Development

The exemplar phase of the eco town consists of 393 properties with a parking ratio of 1.51 parking spaces and 0.51 garages provided per dwelling. An extract from the Travel Plan is appended to this statement, setting out the specific parking provision details.

### Management

The provisional phases will be closely monitored but it is anticipated that with the above ratio of spaces to dwellings there will be ample capacity for car parking.

All tenancies, leases and freehold covenants will refer to estate regulations which require resident's to use only their designated spaces.

When residents sign their tenancy/lease/covenant the parking allocation for each home will be clearly explained along with the expectation on how visitors parking should be used.

Resident's vehicles will be restricted in size to provide for normal usage appropriate to a residential development.

Visitor parking will be closely monitored and will be a key determinant in deciding on the introduction of controlled parking on the scheme.

In the event that there are parking problems or disputes between residents we will reserve the right to introduce a parking permit scheme.

Parking courts are likely to be subject either to services charges or rental.

## Appendix 1: [Extract from Travel Plan](#)

This policy should be read with the attached car parking plan and incorporates the proposals agreed within the Travel Plan Nov 2011.

### **Extract from Travel Plan submitted Nov 2011**

For the exemplar site, it is proposed that there is an average of **1.51 spaces** per property plus garages at a ratio of **0.53** per property. The parking for residential accommodation is as follows:

#### **PRIVATE ACCOMMODATION:**

- 2b housing: 2 parking spaces, one allocated, one unallocated (where possible);
- 3b housing: 2 parking spaces, or one space and a single garage;
- 4b detached housing: 1 parking space and 1 single garage or 2 parking spaces;
- 5b detached housing: 2 parking spaces and 1 double sized garage, half of which will be storage area.

#### **SOCIAL ACCOMMODATION:**

- 1 parking space to 1b and 2b flats;
- 2b housing: 2 parking spaces, one allocated, one unallocated (where possible);
- 3b housing: 2 parking spaces or one space and a single garage;
- 2 parking spaces to disabled bungalows. Bungalows to have on plot parking
- 4b detached housing: 1 parking spaces and 1 single garage or 2 parking spaces;

Garages are being provided for 5 bed detached units and some of the 3 and 4 bed units. The single garages will be of the standard size 6m x 3m to accommodate a car and bicycle storage. The size of the garages for the 5 bed units will be double sized, but with a single garage door, thus providing additional storage area for the property. External parking spaces are to be provided in accordance with Oxfordshire CC standards.

The analysis of the Exemplar Site layout demonstrates that of the parking spaces for the 393 units, 32.5% of spaces are on-plot, 39.5% off street to the front or side and 28.0% in rear courts.

Visitor spaces are to be provided in parking bays within the street design, primarily in Home Zone B (access streets) or using unallocated spaces within the development, with a maximum of 87 spaces provided across the development, representing one space per 4.5 residential units.

## **Car Parking Management**

As part of the travel plan for the exemplar phase of the Bicester Eco development, 2 bed houses will have one allocated and one unallocated parking space where possible. As part of the sale or the letting of these houses the allocated parking space will be demised to that property and will be for the sole use of that resident. The unallocated spaces will available for use by residents and their visitors within that particular area. These will fall into a number of categories and each will be dealt with as follows:

**Gated Parking Courts:** Within these areas the residents will have one allocated parking space and the remaining spaces will be available for general use by the residents that have access to the parking court and their visitors.

**Off Plot garage Parking:** Where there are garages off plot then the parking space in front of the garage will be demised to the resident with the garage and will be allocated.

**Car Parking to Flats:** Each flat will be allocated one parking space. There will be no unallocated spaces for the residents of the flats or their visitors.

**Open Parking Courts:** Within these areas one space will be allocated to each resident using the parking court. Then the other will be unallocated and be available for general use by the other residents of that parking court and their visitors. The unallocated spaces will be signed/marked to make it clear that these are for the use of all the residents within that parking court and their visitors. The unallocated spaces are not intended to be used by other residents on the Exemplar or general members of the public.

**In Front of Property Parking:** Where it is reasonable and practical an unallocated parking space will be provided. However, where it is not then both spaces will be allocated.