

WEST OXFORDSHIRE DISTRICT COUNCIL

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

THURSDAY 21 JULY 2016

THE RELATIONSHIP BETWEEN THE LOCAL PLAN & PARKING STRATEGY

REPORT OF THE HEAD OF ENVIRONMENT AND COMMERCIAL SERVICES

(Contact: Claire Locke, Tel: (01993) 861344)

(The report is for information)

1. PURPOSE

To provide information to Committee Members on the relationship between the Parking Strategy and the Local Plan 2031.

2. RECOMMENDATIONS

That the content of the report be noted.

3. BACKGROUND

3.1. The Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Once adopted the local plan will provide the framework for development across the District. It identifies the number of residential properties to be built as well as sites for commercial development. As both residential and commercial development takes place there may well be an increased demand for parking. The first phase of the Local Plan Examination took place in November 2015. The Inspector's preliminary findings have asked the Council to reconsider the District's future housing target. It is likely that additional housing sites will need to be identified beyond the 10,500 dwellings identified by the proposed Local Plan.

The Parking Strategy

3.2. The Parking Strategy is being developed to identify the town centre parking issues within the district and develop a coordinated approach to addressing parking demand for all users. The strategy will set out the issues which have been identified via stakeholder consultation and data collection and will identify actions which should be considered to address these issues. One issue which will be considered is whether or not there is sufficient parking provided in each of the key town centres.

How the Local Plan and Parking Strategy are related

3.3. The Local Plan has three key impacts on parking:

- (i) The policies within the Plan and supporting policies and guidance will affect how the parking impact of new development is considered, for example, requiring commercial developers to make appropriate public car parking provision, or financial contributions, where development proposals significantly increase car parking demand. The Local Plan refers to Oxfordshire County Council's parking standards and expects that these will be met by new developments.
- (ii) Residential development proposed by the Local Plan may well require additional parking capacity in town centres i.e. a development of 1000 houses on the outskirts of Witney, such as the proposed North Witney Local Plan

allocation, could increase the demand for shoppers car parking in the town centre.

- (iii) The transport strategy in the Local Plan aims to minimise the need to travel by private car. There may be opportunities to enhance access to Witney town centre as a consequence of Oxfordshire County Council's proposed new Park and Ride at Eynsham, and this might help manage parking demand in the centre.
- 3.4. The Parking Strategy will consider what parking capacity issues are now and what they are likely to be in the future, in light of the Local Plan, and in light of transport strategy and proposed transport improvements. The Strategy will therefore match the Local Plan timeframe and attempt to identify capacity until 2031.
- 3.5. It is likely that the Parking Strategy will identify the need for additional parking but won't identify where this should be, although some suggestions will be made as a result of stakeholder consultation.
- 3.6. The Council is under no statutory obligation to provide parking and it may be that in some cases increased capacity is provided by third parties such as private developers or at a local level by town or parish councils. Should a proposal by either a developer or the Council be taken forward for increasing parking provision the normal Planning application process would need to be followed.

Timescales

- 3.7. The timescales for the Local Plan and Parking Strategy will run alongside one another. It is hoped a draft Parking Strategy will be ready by the Autumn, this draft will then be put out to Public consultation but will be amended before it is formally adopted if there are changes to the draft Local Plan. A package of suggested changes to the Local Plan will be going to Council in October. These changes to the Local Plan could change the identified needs in the Parking Strategy so it is important that the two documents complement each other.

4. ALTERNATIVES/OPTIONS

The Council is not required to publish a Parking Strategy however doing so enables prioritisation of resources and a more coordinated and consistent approach to parking matters.

5. FINANCIAL IMPLICATIONS

There are no specific financial implications associated with this report. The financial implications of actions within the Parking Strategy will be considered as part of that report, in the future.

6. RISKS

- 6.1. There is a risk that by identifying the demand for increased parking capacity that public expectations will be raised that additional parking will be provided. The Council has finite resources and parking is free so there is no income to underpin service development. In addition there may be limited suitable sites available to increase provision.
- 6.2. There is a risk that insufficient parking capacity could stifle development.
- 6.3. If the Local Plan does not consider the impact of development on parking developers may make insufficient allocation for parking and place additional pressure on surrounding areas.

6.4. Effective data collection is critical to underpin negotiations with developers on town centre parking provision. The Parking Strategy will provide part of this evidence base.

7. REASONS

To enable Committee to understand how these two work streams influence one another and therefore why the coordination of timescales is critical

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Background Papers:

None