

Report of: Financial and Asset Management Business Manager**To: Executive Board****Date: 7th January 2008****Item No:****Title of Report : Westgate Development – Temporary Car Park and Initial Works****Summary and Recommendations**

Purpose of report: To advise the Executive Board on the current situation in respect of the negotiations with the Westgate Partnership in respect of the car parking arrangements during the construction phase and some initial works to facilitate the completion of the Westgate development within the projected timeframe.

Key decision: No

Portfolio Holder: Councillor John Goddard



Scrutiny Responsibility: Finance

Ward(s) affected: All

Report Approved by:

Councillor John Goddard – Portfolio Holder Overarching Responsibility
Peter Sloman – Chief Executive



Sammy Thomas and Lindsay Cane – Legal and Democratic Services
Penny Gardner – Financial and Asset Management Business Manager



Policy Framework: Oxford City Council Corporate Plan 2007-2010 in that the development will



1. Improve the environment in which we live and work
2. Provide more affordable housing
3. Contribute towards creating local prosperity and sustaining full employment
4. Improve transport and mobility
5. Maintain financial stability.

Recommendations:

1. That the Board approves the provision of temporary additional car parking at Redbridge Park and Ride as described in the report, instead of the previously proposed two temporary decked car parks totaling 900 extra spaces located on Oxpens.
2. That the Board authorizes the Chief Executive to negotiate and enter into appropriate contracts with the WP to allow the initial works proposed to the Westgate car park (as identified in this report) to proceed prior to the Development Agreement becoming unconditional.

SUMMARY

1. The purpose of this report is to advise the Executive Board on the negotiations with the Westgate Partnership (WP) undertaken in respect of car parking since the Executive Board approval to complete the Development Agreement in November 2007.

TEMPORARY CAR PARKING

2. As part of the agreement with the Westgate Partnership approved by the Executive Board on the 26th November 2007, approval was given to the two temporary off site car parks at Oxpens instead of within the Westgate development site.
3. As noted in that report in order to reduce disruption to the City, the construction programme attached to the CDA was designed to minimise any effects of the development. This resulted in WP seeking to provide two temporary car parks on Oxpens, which would satisfy the 900-space car park planning condition during the early phase of construction. The objective of the temporary planning application was to achieve a 6 months reduction in the construction programme by building the new Westgate car park and John Lewis store simultaneously.
4. Unfortunately, whilst the 362 space (the existing 62 spaces plus 300 new ones) application for a temporary car park on Oxpens was approved by the Strategic Development Control Committee, and will be constructed (subject to Full Council approval in January 2008) ready for operational use in January 2009, the larger 600 space application was withdrawn in the light of strong local opposition.
5. Alternative solutions are therefore being explored. Currently the preferred solution, after consultation with the County Council's Highway Department and computer modelling by the WP traffic consultants is to construct a decked car park at Redbridge Park and Ride of some 250 spaces, subject to obtaining the necessary planning consent

6. The rationale behind the reduction in the overall number of temporary spaces is that there is likely to be sufficient spare capacity at Redbridge over most of the period in question (June – October 2009) and that capacity together with appropriate advanced driver information signage, will provide the parking space numbers required.
7. The Council's planning team have confirmed that the strategy proposed by the WP is in principle acceptable and therefore Executive Board consent is sought to agree appropriate separate legal agreements with WP to ensure compliance with the principles set out in this report, once the final solution has been agreed.
8. Members will note that all of the work including planning applications and consultancy fees will be at the WP's expense and as per the previous report any adverse effect on car parking income will be fully recovered from the developers.
9. If the Redbridge proposal is not viable, or does not obtain the appropriate planning consent, it is proposed that a further report is provided to the Executive Board on the then preferred option.

INITIAL WORKS

10. In order to further reduce any risk of the project extending beyond the ideal scheme opening date of Autumn 2011 WP also propose starting the works to prepare the current Westgate car park site for the diversion of a stream and installation of mains services starting in late January 2008.
11. Details of these works are set out in the letter and plan attached as Appendix 1 and briefly comprise
 - Cut and demolition of the car park at the north end adjoining the bridge link to the existing shopping centre.
 - Construction of a culvert to provide the diversion of the Trill Mill stream.
 - Installation of mains gas water and electricity supplies.
12. The result of these works will be to require the removal of the male, female, and disabled w.c.'s, shop-mobility, and the redundant travelator, loss of up to 100 car spaces and the relocation of 4 pay machines. If the existing footbridge is not capable of being retained it will also be demolished and a new temporary bridge will be constructed to connect the car park to the existing centre
13. WP have confirmed that they will enter into a contract with the Council to

- Relocate shop-mobility to a site adjoining the ice rink at Oxpens – the principle of which has been discussed with and confirmed as being an acceptable temporary solution by the mobility manager before a permanent move into the new Westgate car park.
 - Provide identical toilet facilities within the light wells of the existing car park.
 - Reline and reconfigure the car park to minimise loss of parking spaces. For example it is possible to gain some spaces within the road area of the public house adjoining the open car park
 - Relocate the pay machines
 - Reimburse the Council fully for the loss of income from the kiosk and advertising hoardings on the edge of the car park
 - Reimburse the Council fully for the loss of income from the car park spaces
14. In addition, if the overall Westgate development project does not proceed, WP will reconstruct the car park and all other facilities to the Council's reasonable satisfaction at it's entire expense within 12 months of obtaining planning consent.
15. As noted earlier, all costs of the works and consultants fees are to be entirely at the WP expense, and the Council will also be fully reimbursed for any reduction in car park income and loss of advertising revenues and kiosk income.

RECOMMENDATIONS

16. That the Board approves the provision of temporary additional car parking at Redbridge Park and Ride as described in the report, instead of the previously proposed two temporary decked car parks totaling 900 extra spaces located on Oxpens.
17. That the Board authorizes the Chief Executive to negotiate and enter into appropriate contracts with the WP to allow the initial works proposed to the Westgate car park (as identified in this report) to proceed prior to the Development Agreement becoming unconditional.

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Background papers: None