

Westgate, Oxford: transport policy and strategy context

Adopted policies and strategies

The Westgate site is within the West End area of Oxford, which has been recognised in planning policy as a focus for development since at least 2008. The principle of major redevelopment and expansion of the Westgate centre is established in the Oxford Core Strategy (adopted in 2011) and the West End Area Action Plan (adopted in 2008).

The West End Area Action Plan includes a spatial vision and transport strategy for the West End which identify a number of major transport schemes required to support the development of sites in the West End, including the Westgate centre.

The West End Area Action Plan was produced by Oxford City Council in partnership with the county council. The county council still strongly supports the aims of the plan and has been developing the main transport schemes identified in the AAP since 2008.

The county council's third Local Transport Plan (adopted in 2012) recognises the transport pressures associated with West End and Westgate and identifies schemes to help accommodate these pressures.

The principle of major development on the Westgate site is therefore well-established in planning and transport policies and is strongly supported by the county council.

Existing planning consent

The Westgate site benefits from full planning permission (originally granted in 2007 and renewed in 2013) for a major extension and redevelopment similar to the scheme currently proposed. The consented scheme includes around 5% less floorspace and a significantly larger car park than the scheme now being proposed.

The county council supported the consented scheme and its renewal.

Progress on city centre transport schemes

The county council has been working with the city council and other stakeholders since the West End Area Action Plan was adopted in 2008 to develop detailed proposals for the various elements of the West End transport strategy. Schemes in the city centre but outside the West End are also being developed.

Further details will be published later in 2014 in the context of a transport strategy for the whole city, which will in turn be part of the draft fourth Local Transport Plan (LTP4).

A traffic model is being used to assess the cumulative impacts of developments and infrastructure schemes.