

Tormarton Park and Share

Monday 9th April 2018

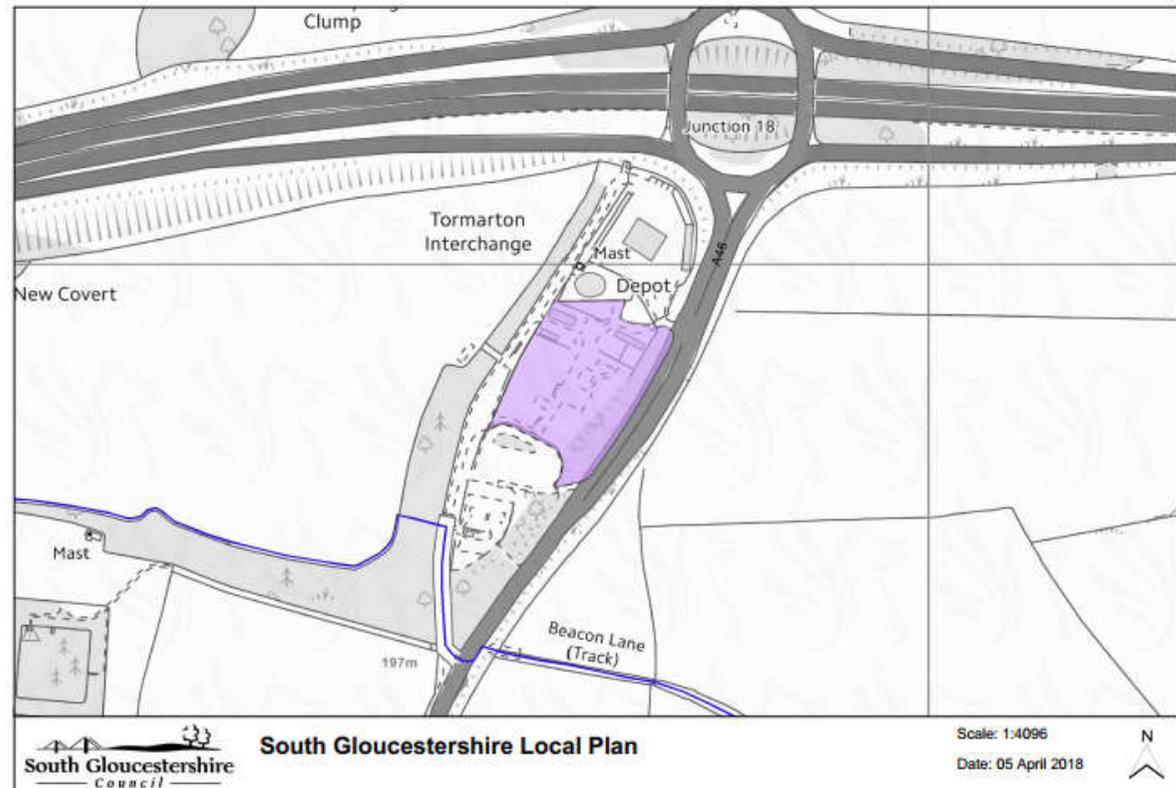
Alice Jennings
Andrew Lane

Objectives

- Support the Parish in overcoming the problem of parking on residential streets
- To update the Parish Council on the work to date;
- To highlight the current planning position;
- To seek views on the proposal for self financing development;

The Site

- Discontinuity of land holding in the area
- Currently HE owned picnic site and car park and land north of site
- Land immediately north of picnic site is leased VOSA (weighbridge and testing centre)
- Land currently held by SGC is north of the VOSA site



Work to Date

Study Title	Date	Description
South Gloucestershire Park and Share study	May 2014	Surveys and simple demand forecasting at Aust, Falfield and Tormarton.
Preliminary Design for Park and Share at Tormarton	September 2014	Looked specifically at the Tormarton site with the goal of developing a conceptual design for a low-cost option to provide dedicated Park & Share spaces on an unused surfaced area located in the north-west of the Tormarton site
Car Park Option and Charge Evaluation	June 2016	<p>To investigate whether the potential park and share site could be made cost effective through parking charges.</p> <p>No target number of spaces or desired demand at that stage, so demand was not explicitly modelled. Study looked at a number of layout options, from using the existing picnic site car park in its current format to more extensive options</p>
Demand Modelling Study	March 2017	To consider the demand for the site with parking charges for users, building on the initial demand forecasts developed in the first study. Understanding the effect of car parking charges.

Key Study Findings

- There is considered adequate demand for a park and share facility at Tormarton;
- CCTV and ANPR systems would be required to discourage vandalism and anti-social behaviour
- Infrastructure to support user payment for use of the car park would be required.
- This demand could be catered for using the existing parking site without expansion to the North up until 2031.
- Outline financial assessments suggest that the balance between parking charges and demand could still enable the site to cover its costs in some circumstances, with a £2 or £4 charge (staged.)

SGC Conclusions

- Any Park and Share facility would need to be self financing covering both the initial capital outlay and the ongoing revenue and maintenance costs.
- The site in its current form and is not secure or monitored which has resulted in antisocial behaviour in the past.
- One method of ensuring this level of security would be to reconfigure the site and collocate the Park and Share with suitable commercial development.
- This would bring investment to the site and make a Park and Share site self-financing and provide an additional facility for local residents.
- Some soft market testing about what form this facility could take; eg, petrol station, café or local shop and we could also look to progress this further.

Current Planning Policy

National Planning Policy Framework

- Paragraph 89 – Exceptions to inappropriate development in GB
- Paragraph 90 – Forms of development that are not “inappropriate” providing they preserve openness.

Current Planning Position

- PSP 15: Tackling Congestion and Improving Accessibility
- ‘Local transport infrastructure’ such as this Park and Ride/Share sites are not an inappropriate form of development, in accordance with the NPPF paragraph 90.
- They preserve the openness of the Green Belt; do not conflict with the 5 purposes of land in the Green Belt; and demonstrate a requirement for this location.
- Furthermore the Tormarton site is previously developed and therefore its complete redevelopment is acceptable in line with the NPPF (para 89)

New Local Plan 2018 - 2036

- Tormarton PC views sought,
- Comments requested by 30th April 2018

- Development of commercial use(s), and
- Amendment to the Green Belt, if exceptional circumstances can be demonstrated