



WATERLOO RESIDENTS' FORUM

30th September 2019 - 2.00 p.m.

Council Chamber, Trinity Road, Cirencester

Present:

Councillors:

Jenny Forde
Joe Harris
Mark Harris

CDC Officers:

Andrew Dike (Property and
Facilities Manager)
Carl Jones (Project Delivery
Manager)

GCC Highway Officers:

Don Anyiam
Bruce Simmons

Item	Notes	Action
1.	<p><u>Welcome and Introduction:</u></p> <p>Councillor Joe Harris welcomed those present to the Meeting and explained that alongside being Leader of the Council, he was also Ward Member for the car park site. He also welcomed Councillor Mark Harris (Cabinet Member for Car Parks and Town and Parish Councils and Ward Member for Abbey Ward) and Councillor Jenny Forde (Cabinet Member for Health, Wellbeing and Public Safety and Ward Member for Chedworth and Churn Valley). Councillors Mark Harris and Forde were also members of the Council's Parking Board.</p> <p>Councillor Joe Harris explained that he had been engaging with residents recently regarding the car park proposals and had previously attended a meeting with a number of residents with a representative present from GCC.</p>	
2.	<p><u>Discussion:</u></p> <p>Councillor Mark Harris explained that the town's parking supply had been an ongoing issue for around 15 years and as necessary improvements had been made to the Council's car parks, (disabled spaces / accommodating larger sized cars); the number of spaces had actually decreased. He explained that many businesses had also highlighted the affect to their trading and for these reasons; the Council's Parking Demand Project Board had been set up, in conjunction with the Council's Local Plan, to look at parking in the town up to 2031.</p> <p>Councillor Harris explained the original model had only suggested an additional 100 spaces were needed in the town, but this had been based on a town with sufficient levels of public transport and in an urban location (e.g. Swindon) and therefore a second model had established that 350 spaces were needed.</p> <p>Councillor Harris stated that whilst options regarding a Park and Ride had been</p>	



	<p>researched, discussions with local business had shown that no commitment could be made to employees using the facility instead of Council car parks.</p> <p>A feasibility study had been undertaken on each of the 11 Council-run car parks and the three considered most easily accessible were the Waterloo, Brewery and Forum Car Parks.</p> <p>Councillor Harris explained the Council was required to be 'in control' of increasing parking and therefore could not dictate to other landowners to sell land or to operate park and ride facilities. Therefore the decision had been made to construct a multi-storey car park on the Waterloo site, for which the Council would have full control of.</p> <p>Carl Jones, the Project Delivery Manager, then addressed the Meeting and explained that an Environmental Impact Assessment (EIA) was being undertaken which would consider air quality; noise, light and visual impacts of the car park alongside a Transport Assessment which would computer/software model the additional capacity the site and surrounding roads could accommodate. He explained that whilst there would be a c.400 space increase in the car park (from 233 to 639), not all vehicles would be entering and leaving the site together.</p> <p>The site is a Scheduled Ancient Monument (SAM)., A soil inspection, consisting of three 25 metre boreholes, had been undertaken in March 2019, to understand the load bearing capacity of the ground. Historic England had requested analysis of soil samples from the boreholes, as part of an on-going archaeological evaluation of the site. A geophysical (x-ray) was also undertaken at the site. Analysis had shown that any 'waterlogged' archaeology was not as well-preserved as had previously been thought and that as of 30th September 2019, trenching work had started at the site to gain further understanding of what was located underground at the site.</p> <p>Mr. Jones reported that once all archaeological works had been undertaken, a business case would be required to be put forward setting out the construction and running costs of the multi-storey car park as well as anticipated revenue. Council will decide whether to allocate sufficient funds to undertake the project and then a planning application would be submitted most likely in early 2020.</p> <p>Don Anyiam of Gloucestershire County Council Highways explained that the Highways would be a statutory consultee of any application submitted to ensure the highway network would not be affected. He explained Highways could impose certain restrictions if considered necessary but that Officers were required to facilitate development and not stifle it. Mr. Anyiam added that Officers would be required to listen to residents and report any concerns to the developer (CDC).</p>	
3.	<p><u>Public Discussion:</u></p> <p>Councillor Joe Harris explained he welcomed any questions which any</p>	



members of the public present wished to ask of the Officers. He explained he would divide these into three categories - (i) Background of the Application, (ii) The Current Position, (iii) Going Forward and questions would be followed by any comments.

Questions:

Background of the Application:

- Wayne Evans:
'The first car park model had stated 100 spaces were required and now a re-model has resulted in this increasing to 300 spaces. As the Kennels Site will provide 250 spaces and the Rugby Club 160 spaces; this creates 410 spaces which is 60 more than is recommended - why?

Councillor Mark Harris:

We are currently creating a Town Centre Masterplan and need to look at the future development of the town and parking at the Rugby Club is primarily decant parking for when the Waterloo car park is being constructed.

Don Anyiam:

The aim is to not attract vehicles to parts of town they are not needed - also, private parking as part of a development cannot be converted into public spaces. Also, CDC would have no control over developers installing timings or high costs for using the spaces, unless conditions had been imposed from the outset.

- Steve Morton:
'There is currently free parking in the town centre car parks after 3 p.m. in addition to free parking at weekends at the Council's Offices and St. James' Place car parks - are these being used?

Councillor Mark Harris:

No, hardly. It is difficult to get people to use them as people wish to park as close to where they need to visit as possible.

- Joe Barraclough:
'St. James Place pays staff parking costs and has no flexible working arrangements. Is it not most likely the future car park will be used primarily at the start and end of the day by workers? Do businesses need to be encouraged to take parking out of town and will the Council not buy land for parking?

Don Anyiam:

Large employees need to be encouraged to adopt staff travel plans with the aim of reducing single usage of cars.



Councillor Mark Harris:

Car parks need to deliver for the present and the future, so when they're built they will not necessarily always be full. Many businesses wish to be located in the town centre and if located outside of town, the location would most likely move to nearby motorways etc. for convenience. Also, in-town locations are beneficial for local restaurants, shops and other businesses.

- Liz Pill:
'What thoughts have been given to the building's use after it ceases to be a car park?'

Councillor Mark Harris:

We have previously looked at alternative purposes for the building but the cost of incorporating some of these suggestions would be nearly half the project cost again. The decision to build solely a car park was in light of the fact that autonomous cars have not taken the lead yet and electric cars are still dominated by petrol and diesel powered cars.

- Eric Roberts:
'What is the runner-up location for the car park as it seems the site is near enough finalised, with little public consultation?'

Councillor Mark Harris:

The Waterloo car park is closest to the dual carriageway and also the easiest to construct upon owing to its rectangular shape.

- Wayne Evans
'Why has the Council made no efforts to obtain a bus station for the town as this is required by residents who live in the surrounding area of Cirencester?'

Councillor Mark Harris:

Part of the mitigating issues the Parking Board has researched include cycling and buses, but the Council cannot commit to building a bus station and expecting bus companies to come willingly. Also, a bus station would not solve the immediate issues of parking within the town, which is why a Cirencester Light Railway is also being researched.

Current Position:

- Colin Young:
'How is pollution being covered?'

Carl Jones:



<p>The Council is investing in a planning consultant who will undertake a detailed environmental impact assessment (as mentioned in Carl Jones' initial address). The planning consultant will also be invited to the next residents' meeting.</p> <p>I can also confirm the EIA will be published as a public document on the Council's website as this will be submitted as part of the possible future planning application.</p> <ul style="list-style-type: none">● Geraldine Ventham: 'How can people be prevented from driving through the town centre having approached the town centre from the Chesterton side of town?' <p>Don Anyiam:</p> <p>This will be considered should the application be submitted and in addition to consideration by Highways, the Environmental Health department will also consider this, and residents should be urged to submit any comments in relation to this to the Council as the developer.</p> <ul style="list-style-type: none">● Andrea Shaw: 'The end of Palestra Lodge is problematic and residents often need to close windows due to pollution. If traffic is encouraged to use the road, how can parking be stopped from happening on this cul-de-sac' <p>Don Anyiam:</p> <p>Electronic signage could be installed showing the remaining spaces in the car park. The other issue is the fact that 'no-turning' needs to be clearly signposted.</p> <p>Councillors Joe and Mark Harris informed the Meeting that the current estimated cost of the construction of the car park was between £11m - £14m and would be funded primarily through borrowing but the final cost could not be confirmed at this stage.</p> <ul style="list-style-type: none">● Keith Handley: 'What is the height of the building?' <p>Carl Jones:</p> <p>18 metres - just under 60 feet.</p> <p>Mr. Wayne Evans then informed the Meeting that there was currently a KNOX Monitoring system at a nearby pub to the car park, but that records on the Council's website required updating as of June 2019, as the national levels had previously been breached in January 2017.</p> <ul style="list-style-type: none">● Liz Pill:	<p>Carl Jones</p> <p>Carl Jones</p> <p>Carl Jones</p>
---	--



	<p>'Delivery lorries have to turn round in the area where the multi-storey car park will be?'</p> <p>Councillor Joe Harris:</p> <p>The Council has recently purchased the Argos building and it is hoped this area can be improved in the future.</p>	<p>Joe Harris</p>
	<p><u>Going Forward:</u></p> <ul style="list-style-type: none">● Geraldine Ventham 'One of the main issues is the traffic lights when turning from London Road onto the Waterloo' <p>Councillor Mark Harris:</p> <p>This is a known issue and we will be looking further at this.</p> <ul style="list-style-type: none">● Greg Power 'Encouraging bus companies to the town will ensure that the town becomes more environmentally friendly and will encourage visitors' <p>Councillor Mark Harris:</p> <p>Previous studies have indicated that it is difficult to change people's existing travel arrangements, but new developments provide funds and the resources to potentially address such issues.</p> <p>Don Anyiam:</p> <p>Capacity improvements can be undertaken to address existing problems, though commercial rather than community interests prevail.</p> <p><u>Comments:</u></p> <p>Councillor Joe Harris invited Mr. Don Pines, who had previously attended a residents' meeting, to then make any closing comments.</p> <p>Mr. Pines stated that he was aware that constructions often did not occur outside of towns as this was too expensive and whilst the effects of noise, light and traffic may not be at levels against the law, they could be considered to be against the spirit of the law. Mr. Pines added that he, and many residents, also considered that with regard to the car park proposals, commercial, rather than community, interests seem to prevail.</p>	
<p>4.</p>	<p><u>Closing Comments:</u></p> <p>Councillor Joe Harris explained that he hoped the Council could look to rebuild trust in listening to local residents' concerns to ensure the best application as possible was presented. He explained that as Ward Member he hoped to</p>	



<p>ensure everyone's voice was heard and that a series of resident's meetings would be planned to take place. He added that the following email address would be activated for residents' to submit their comments and concerns to the Council. waterloo.residents@cotswold.gov.uk</p>	<p>Joe Harris</p>
--	------------------------------

Note:

The next Waterloo Residents' Forum will take place on:-

**Monday 25th November 2019 (2 p.m. - 4 p.m.)
Council Chamber, Trinity Road, Cirencester.**

(END)