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# CIRENCESTER CAR PARK FEASIBILITY STUDY STAGE 1 - SUMMARY REPORT

TEP  
Genesis Centre  
Birchwood Science Park  
Warrington  
WA3 7BH

Tel: 01925 844004  
Email: [tep@tep.uk.com](mailto:tep@tep.uk.com)  
[www.tep.uk.com](http://www.tep.uk.com)

Offices in Warrington, Market Harborough, Gateshead, London and Cornwall



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## 1.0 Introduction

- 1.1 As a district centre, Cirencester needs to support a vibrant retail and service centre that is accessible to commuting workers and shoppers. The town also houses some 19,000 residents and many of those living in the historic centre of the town have limited private parking. As a tourist attraction, the town is also visited by a significant number of visitors each year, usually arriving by car, who require easily accessible and conveniently located car parking.
- 1.2 The rural nature of surrounding areas and the relative lack of public transport mean that the majority of shoppers, commuters, residents and visitors travel into the town by car. This generates considerable demand on town centre parking.
- 1.3 The popularity of the town, along with increasing car ownership, have resulted in the town's car parks reaching capacity during peak times.
- 1.4 Cotswold District Council owns and manages ten public car parks in Cirencester, Gloucestershire, which provide a total of 1,342 parking spaces across the town centre.
- 1.5 This Summary Report forms Stage 1 of a Feasibility Study to assess the viability of increasing parking capacity across eight of these car parks, to meet current and future needs of Cirencester, reflecting the development growth identified in the emerging local plan.
- 1.6 The eight car parks included in this study are listed below and cumulatively provide in the region of 1,294 standard spaces, 30 disabled spaces, 17 motorcycle spaces and 24 dedicated bicycle spaces across the town centre:
  - The Brewery
  - Old Station
  - Sheep Street
  - Abbey Grounds
  - The Leisure Centre
  - Forum
  - The Waterloo; and
  - Beeches Road
- 1.7 The remaining two public car parks are not included in this Feasibility Study as the Queen Street car park only provides 15 spaces, with little or no ability to significantly increase capacity for the town, and the Trinity Road car park serves the Council Offices and is only a public car park during weekends and on bank holidays.
- 1.8 This report looks into the opportunities and constraints for increasing car park capacity at each of the eight identified car parks, through a combination of site visits and desk top studies.

- 1.9 The findings of the initial studies are brought together in a matrix, provided in Chapter 14.0 of this Report, which demonstrates the suitability of each of the car parks for future capacity enhancement, to establish a prioritised list. Alternatives to increasing car park capacity in the town centre are also considered in Chapter 13.0 of this report and the overall conclusions and suggested next steps are also discussed in Chapter 14.0.

## 2.0 Cirencester Profile

### Introduction

- 2.1 Cirencester, often referred to as the 'capital of the Cotswolds', is set within an Area of Outstanding Natural Beauty in the county of Gloucestershire. It is the largest town in Cotswold District and offers a substantial retailing, administrative and employment base, being home to a mix of independent traders, national multiples, a small number of anchor stores, the District Council, Cirencester College, Royal Agricultural University, Brewery Arts and the Corinium Museum. Cirencester is also a centre of historical and architectural interest attracting visitors from far and wide.
- 2.2 As well as being an important retail, service and tourist centre, Cirencester has a substantial resident population of some 19,000 and a large catchment population which is far greater than other towns typical of its size.
- 2.3 A large part of Cirencester town centre is designated as a conservation area, with many listed buildings, structures and scheduled monuments. A combination of the town's narrow streets and layout mean there are often conflicts of interest between the preservation of the historic environment, road users and other street users, which is compounded by the need to support economic growth. However, as other towns enhance their centres, Cirencester must develop to retain its competitive edge.

### Public Transport

- 2.4 Due to the rural nature of the Cotswolds area, there are very few commercial bus services in the area as a result of viability issues, with only slow bus services serving Gloucester, Cheltenham, Stroud and Swindon.
- 2.5 The narrow historic centre also presents challenges for bus operators and passengers, with the market place becoming a hub for public transport, often compromising the safety of pedestrians and cyclists and other road users, although changes are currently underway through the Marketplace redevelopment.
- 2.6 The National Express coach service that links Gloucester to London via Cirencester is an important facility for residents and visitors, particularly as there is no railway station in Cirencester. The Kemble to Cirencester branch line to Cirencester Town closed in 1964, leaving Cirencester as one of the largest towns in the region without its own rail station. However Kemble railway station, approximately 5 miles to the south west, serves as a railhead for the town and provides regular train services between Swindon and Gloucester, with peak-time direct trains to London Paddington station. The 881 bus service between Cirencester and Tetbury provides a 2 hourly direct link between Cirencester and Kemble train station.
- 2.7 The level of public transport provision means those living within Cirencester and surrounding towns and villages, have little alternative than to drive to the town centre for business and social purposes and this is likely to remain the case for the foreseeable future.

## Road Access

- 2.8 Cirencester has particularly good highway links with surrounding areas and major destinations via the A417 trunk road, which forms a bypass for the town connecting to the wider network. The wider network provides important links to Gloucester (A417), Cheltenham (A435), Warwick (A429), Oxford (A40 via the B4425 road), Wantage (A417), Swindon (A419), Chippenham (A429), Bristol, Bath (A433), and Stroud (A419). These strategic routes bring important passing trade to the town.
- 2.9 However, more immediately, the town also benefits from the 'A' class ring road, which surrounds the town centre on three sides. This has been constructed to a high standard and is predominantly dual carriageway, removing a large proportion of the traffic from the narrow town centre streets.
- 2.10 But despite the accessibility of Cirencester by road, the town's economic potential and tourist offer are being limited by a lack of town centre car parking capacity. This is a result of the town's increased popularity and car dependency.

## Historic Environment

- 2.11 There is a long history of human settlement in Cirencester and archaeological evidence of the Roman, medieval and later phases of occupation survive beneath the modern town. Much of this archaeological evidence is of national importance. In many areas, significant remains are present just below the modern ground surface and are, therefore, vulnerable to damage from development and other ground works. Once destroyed, this resource of information about Cirencester's history can never be replaced.
- 2.12 In recognition of the national importance of the archaeology of the town, large areas of Cirencester are designated as scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979. The objective of this designation is to assist in the management of the archaeological resource and to ensure that it is not needlessly destroyed or damaged.
- 2.13 There are five scheduled monuments in Cirencester, one of which (GC361 Corinium Roman town) covers a large amount of the town centre. However, the scheduled areas were largely determined by the extent of the open and undeveloped land that was present when the scheduling was carried out. Within the centre of Cirencester, therefore, the absence of a street or property from the Scheduled Monument does not mean an absence of nationally important archaeology.
- 2.14 Development at most if not all of the car park sites is likely to have an archaeological impact. The extent of this impact will be considered in each of the individual car park chapters in this report.

## 3.0 Assessment Parameters

### Introduction

- 3.1 This Stage 1 Report summarises initial findings of a desk top study which has been informed by site visits but is not based on technical assessment.

### Identification of Key Features

- 3.2 For each car park, the following key features were assessed to identify any potential constraints to increasing capacity:

- Location in relation to the town centre;
- Highway network conditions and accessibility;
- Existing car park design and shape;
- Existing capacity and car park usage;
- Surrounding land uses to identify sensitive neighbours;
- Pedestrian access;
- Surrounding transport and pedestrian infrastructure including links to public transport; and
- Presence and condition of any visible heritage assets

- 3.3 The following sources have been used to assess the archaeological potential and historic environmental constraints of each of the car park sites:

- Gloucestershire Historic Environment Records (HER);
- Heritage List for England;
- National Monuments Record;
- Historic Ordnance Survey Mapping;
- Aerial Photographs;
- Urban Archaeological Assessment for Cirencester (Cotswold Archaeological Trust, 1994);
- Conservation area boundary and appraisals; and
- Previous archaeological reports

### Assessment Outputs

- 3.4 Information gathered during the initial data collection process has been incorporated into a high level site constraints plan for each of the car park sites using GIS software. The individual site constraints plans are presented in **Appendix A** and include the following high level historic and environmental designations:

- Listed Buildings;
- Scheduled Monument;
- Registered Parks and Gardens;
- Areas of Outstanding Natural Beauty;
- Tree Preservation Orders (TPOs)
- Conservation Areas; and
- Historic Landfill Sites

- 3.5 Data also has been obtained from Basemap (OS data) to assess the accessibility of the car parks to a number of land use categories including:

- Food and Drink establishments, such as cafes, bars, hotels, restaurants and takeaways;
- Leisure and Tourist attractions, including, museums, public green space and parks;
- Places of employment, including offices, industrial units and warehouses; and
- Retail opportunities, such as high street shops, commercial services and supermarkets

3.6 Using, the walking distance catchments for each of the above land use categories have been calculated using TRACC (a multi-model transport accessibility tool). Plans in **Appendix B** show how accessible local facilities and amenities are to each of the car parks.

3.7 A 360m walking catchment has been used and is based on a 5 minutes' walk (DfT average walking speed of 1.2m/s). This is also comparable to the Chartered Institute of Highways and Transportation (CIHT) acceptable walking distances for car-borne shoppers (Table 1) and the CIHT suggested walking distances for town centres (Table 2).

*Table 1: CIHT Acceptable Walking Distances for Car-borne Shoppers*

Parking Time	Acceptable Walking Distances (m)
30 Minutes	100
1 Hour	200
2 Hours	400
4 Hours	800
8 Hours	1000

*Table 2: CIHT Acceptable Walking Distances for Town Centres*

	Town Centres (m)
Desirable	200
Acceptable	400
Preferred Maximum	800

3.8 Each of the car parks has been assessed in terms of accessibility to public transport, to determine the possibilities of onwards travel by sustainable means. This is illustrated on the accompanying plan (Drawing 4) and described in each of the individual car park chapters.

- 3.9 This feasibility study also includes an analysis of relevant planning policy, (Chapter 4.0) to assess the District Council's approach to town centre parking and to establish what the long term aspirations and development strategies are for each of the car park sites. This has been used to identify whether additional car park capacity would be supported at each of the car park sites.
- 3.10 It is extremely difficult to assess the potential increases in provision likely to be achieved at each of the car park sites, as this is influenced by a number of factors. The shape and size of the car park area is the biggest influencing factor, as ramped vehicular access and pedestrian access will be required, as well as supporting columns.
- 3.11 The increase in capacity calculated for one additional level of parking for each car park is expressed as a percentage to provide an approximation following a general review of the car park size and area. A 20% reduction from the existing capacity also has been applied across all the car parks to account for ramps and structural supports to accommodate the additional car parking level. This reduction is based on knowledge and experience from other decked car parks. However it does not take into account reduction in capacity which may arise from the change to car park design or circulation. This would be established at the design stage and would be provided in subsequent stages of this feasibility study.

### **Assessment Limitations**

- 3.12 It should be noted that the information contained in this summary report is subject to the following limitations:
- All on-site observations and conditions were noted during a site visit undertaken on Tuesday 17th May 2016;
  - All capacity information has been based on review of parking occupancy data provided by Cotswold District Council for March, June and October 2015;
  - Any car park identified as having potential for increased parking provision is subject to design and may affect arboricultural, structural and archaeological influences differently to how these have been assessed in this Stage 1 study. The potential for increased capacity is therefore indicative only at this stage; and
  - TRACC and points of interest (POI) data are based on the existing situation.
- 3.13 The application of the provisions of Section 149 of the Equality Act 2010 was tested recently in a judicial review of planning permission (*LDRA Ltd and others vs SSCLG and others*). If any proposals would involve relocating disabled parking, Cotswold District Council must demonstrate that the issue of relative convenience and ability to access has been considered.

## 4.0 Policy Considerations

### Introduction

- 4.1 A number of planning and transport policies from a national to a local level are relevant in supporting increased car park capacity in Cirencester town centre. This chapter provides a summary of key policies that will be considered further in subsequent stages of this feasibility study.

### National Policy

#### National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's strategic objectives for plan making and decision taking in England. The NPPF is purposefully positive, opportunity focused and pro-growth in seeking to facilitate development which contribute to meeting wider Government objectives.
- 4.3 The NPPF is underpinned by a presumption in favour of sustainable development, which has three dimensions: economic, social and environmental. It requires the planning system to perform a number of roles:
- **Economic Role**  
Contributing to building a strong, responsive and competitive economy by managing land use, availability of land, co-ordinating development requirements including infrastructure provision;
  - **Social Role**  
Supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
  - **Environmental Role**  
Contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to low carbon economy.
- 4.4 The Government is keen to ensure that there is adequate parking provision in new developments and within town centres, to help ensure the vitality of our town centres.
- 4.5 Carefully considered car parking can contribute towards sustainable development by removing traffic from town centres, which improves the quality of the urban environment, reduces pollution and improves accessibility which all help the economic viability of a town centre. Paragraph 40 of the NPPF states:

*"Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles."*

- 4.6 The NPPF also recognises that heritage can play a part in all aspects of sustainable development and upholds the general principle that heritage assets should be "sustained" and "enhanced" for the benefits they bring to the community.
- 4.7 Paragraph 128 requires applicants to identify those heritage assets which would be affected by their proposal, describe their significance (including the contribution made by their setting(s)) and outline, to a proportionate level of detail, the impact on that significance.
- 4.8 Paragraph 133 goes on to state that development, which would cause 'substantial harm' to, or lead to the total loss of significance from, a designated heritage asset should be refused, unless:
- Those effects are outweighed by the public benefits that the proposed development would bring; or
  - The asset is beyond sustainable use.

#### Online Planning Practice Guidance

- 4.9 The NPPF is now underpinned by online Planning Practice Guidance notes on a range of topics. The following guidance notes are of relevance to this car park feasibility study:

##### *Conserving and Enhancing the Historic Environment*

- 4.10 Protecting and enhancing the historic environment is an important component of the NPPF's drive to achieve sustainable development. Heritage assets are recognised as an irreplaceable resource that should be conserved in a manner appropriate to their significance.
- 4.11 Cirencester town centre is steeped in history, with the majority of the town centre falling within a conservation area. There are numerous listed building and the Roman remains of the 'Corinium Roman Town' (Scheduled Monument list entry number 1003426) are found across large areas of Cirencester.

##### *Ensuring the Vitality of Town Centres*

- 4.12 This guidance advises councils in planning effectively for new development supporting town centres to meet the needs of main town centre uses.
- 4.13 This positive approach should include seeking to improve the quality of parking in town centres and, where it is necessary to ensure the vitality of town centres, increase the quantity of parking.

#### **Local Planning Policy**

- 4.14 Local planning policies relevant to parking provision and individual car park sites are set out in a number of policy documents. These include:
- Cotswold District Local Plan 2001-2011;
  - The emerging Cotswold District Local Plan;
  - Cirencester Town Centre Supplementary Planning Document (SPD)
  - Gloucestershire Local Transport Plan; and
  - Cotswold District Council Parking Strategy 2010

### Cotswold District Local Plan 2001 -2011

- 4.15 The Cotswold District Local Plan 2001-2011 was adopted in April 2006.
- 4.16 Under the provisions of the Planning and Compensation Act 2004, the majority of the policies have been saved until they are replaced by the emerging Local Plan 2011-2031 and supporting documents.
- 4.17 The Local Plan sets out the Council's current policies and proposals for development and land use for the period up to 2011 and in terms of traffic and environment in Cirencester, aims to (amongst others):
- Remove all through traffic which has no overriding reason to travel through the town centre and encourage greater use of the Inner Bypass;
  - Ensure that car parks can be easily found, as directly as possible, to and from the Inner Bypass and without using the town centre shopping or residential streets;
  - Provide reasonably convenient access to, and within, the town centre for those who live there, or whose work requires easy access to a car; and
  - Consider the introduction of further 'residents only' parking schemes.

### *Land Allocations*

- 4.18 The Local Plan contains a number of site-specific policies relevant to this Feasibility Study. These are listed in Table 3 below and discussed further in the relevant Chapters of this report.

*Table 3: Local Plan Allocations*

<b>Local Planning Policy</b>	<b>Policy Summary</b>	<b>Relevant Car Park Site</b>
<p><b>Policy CIR.2</b> Livestock Market and Leisure Centre, Tetbury Road, Cirencester</p>	<p>This policy allocates the Leisure Centre site and adjoining former livestock market site for a mix of office, residential and leisure uses, and public parking, with at least the same public parking provision as is currently available.</p>	<p>Leisure Centre Car Park (See Chapter 9.0 of this Report)</p>
<p><b>Policy CIR.3</b> Sheep Street 'Island' Site, Tetbury Road/Hammond Way, Cirencester</p>	<p>This policy allocates part of the site for decked parking along with a mix of residential, office and leisure uses and provides that the car park should be located and designed to make best use of the change of levels within the site and to minimise the visual impact of its bulk</p>	<p>Sheep Street Car Park (See Chapter 7.0 of this Report)</p>

Local Planning Policy	Policy Summary	Relevant Car Park Site
<p><b>Policy CIR.4</b> Memorial Hospital Site, Sheep Street, Cirencester</p>	<p>Policy CIR.4 allocates car parking on the site, until such time as adequate alternative public parking provision is made within or adjacent to the town centre. Once alternative public parking provision has been secured, the site is allocated for redevelopment for office and residential uses.</p>	<p>Sheep Street Car Park (See Chapter 7.0 of this Report)</p>
<p><b>Policy CIR.5</b> Land Adjacent to Brewery Car Park</p>	<p>Land adjacent to the Brewery Car Park is allocated for retail development with offices and/or residential uses above and, provided the bowls club can be satisfactorily relocated, the area annotated CIR.5/1 is allocated for additional surface level parking. Where CIR.5/1 does not become available a contribution towards off-site parking will need to be secured</p>	<p>Brewery Car Park (See Chapter 5.0 of this Report)</p>
<p><b>Policy CIR.7</b> The Waterloo Car Park, Cirencester</p>	<p>The car park site is allocated for a decked car park, with integral office and residential uses, subject to the provision of:</p> <ul style="list-style-type: none"> <li>a). An attractive, landscaped public access to the river; and</li> <li>b). A shopmobility facility within the proposed scheme</li> </ul>	<p>The Waterloo Car Park (See Chapter 11.0 of this Report)</p>

#### *Development Management Policies*

- 4.19 In addition to site-specific policies, there are a number of development management policies that may help support, or act as a constraint to increasing parking capacity. These are summarised in Table 4 below and discussed further where they are of particular relevance to individual car parks in their respective Chapters of this Report.

Table 4: Local Plan Development Management Policies

Local Plan Policy	Policy Summary
<p><b>Policy 10</b> Trees, Woodlands and Hedgerows</p>	<p>Development that would destroy or adversely affect a tree or woodland protected by a Tree Preservation Order (TPO), or is within a conservation area, will not be permitted unless the removal of the tree(s):</p> <ul style="list-style-type: none"> <li>• Would be of benefit to the character or appearance of the area; or</li> <li>• Is in the interests of good forestry or arboricultural practice</li> </ul> <p>Permission will not be granted for development that would adversely affect Ancient semi-Natural or Ancient Replanted Woodland or Veteran Trees.</p> <p>Hedgerows which are visually, ecologically, or biologically important, or historically or culturally significant, shall be retained unless there are over-riding reasons for their removal.</p>
<p><b>Policy 12</b> Sites of Archaeological Interest</p>	<p>Development will not be permitted where it would significantly alter, or damage nationally important archaeological remains or significantly impact on the setting of visible remains.</p> <p>Development affecting other remains of archaeological interest will only be permitted where the benefits of development clearly outweigh any harm.</p> <p>In archaeologically sensitive area, an Archaeological Assessment is likely to be required</p> <p>Where development would harm significant archaeological remains, mitigation should be sought to minimise the impact and allow the preservation in situ of the archaeological remains and recording of the archaeological remains will be secured through planning conditions or legal agreements.</p>
<p><b>Policy 13</b> Development Affecting a Listed Building or its Setting</p>	<p>Development proposals, including the erection of new building or other structure, or the use of land, will not be permitted where this would harm the character or setting of a listed building.</p>

Local Plan Policy	Policy Summary
<p><b>Policy 15</b> Conservation Areas</p>	<p>Construction of, alterations to and changes of use of buildings or land, and the display of advertisements within or affecting a conservation area, must preserve or enhance the character or appearance of the area as a whole, or any part of the designated area. Uses that create additional traffic, noise or other nuisance, which would adversely affect the character of a Conservation Area will not be permitted. However, development may be permitted if it can be demonstrated that a proposal can help an Area to remain alive and prosperous without compromising its character or appearance.</p> <p>Proposed development will need to be in keeping with the special character or appearance of the Conservation Area, including siting, scale, form, proportions, design, colour and materials.</p> <p>Existing trees, hedgerows and other features, which are important to the character or appearance of a Conservation Area, will be protected. Within a Conservation Area, any new tree planting or other landscaping work, including surfacing and means of enclosure, shall be in character with the appearance of the Area.</p>
<p><b>Policy 18</b> Development within the Development Boundaries of Cirencester and the Principal Settlements</p>	<p>This policy permits development within the defined settlement boundaries where:</p> <ul style="list-style-type: none"> <li>• It is compatible with the surrounding area;</li> <li>• The siting, appearance and scale respects surrounding countryside, topography, the traditional form, character, appearance and setting of the settlement, and would cause no significant adverse environmental or visual harm to the site or its surroundings; and</li> <li>• Would not materially harm any of the key characteristics of a designated open space, or otherwise harm the open character of a settlement.</li> </ul>
<p><b>Policy 25</b> Vitality and Viability of Settlements</p>	<p>Development within the commercial centres of Cirencester and the Principal settlements, will only be permitted where it would help to maintain or enhance the vitality and viability of the settlement and:</p> <ul style="list-style-type: none"> <li>• Is appropriate in terms of size, scale and function;</li> <li>• Helps maintain an appropriate mix of uses; and</li> <li>• Contributes to the quality, attractiveness and character of the settlement and street frontage.</li> </ul>

Local Plan Policy	Policy Summary
<p><b>Policy 39</b> Parking Provision</p>	<p>Proposals for a car park will only be permitted if the development:</p> <ul style="list-style-type: none"> <li>• Forms part of a town centre strategy or traffic management/parking strategy</li> <li>• Is essential for maintaining the vitality and viability of a town or district centre and genuinely serves the town or district centre as a whole;</li> <li>• Is located within or at the edge of the centre and is of a scale that is in keeping with the size of the centre;</li> <li>• Would help reduce a significant traffic congestion problem or would not exacerbate existing traffic problems; and</li> <li>• Would not harm the provision of alternative modes of transport.</li> </ul>

Cirencester Town Centre Supplementary Planning Document (SPD) (Nov 2008)

4.20 The SPD forms part of the 'Vision for Cirencester' and reinforces certain policies set out in the Cotswold District Local Plan relating to Cirencester including Policy CIR.1 (Traffic Management and related issues in Cirencester Town Centre) and certain site-specific policies including:

- Policy CIR.2 - Livestock Market and Leisure Centre
- Policy CIR.3 - Sheep Street 'Island' Site
- Policy CIR.4 - Memorial Hospital Site
- Policy CIR.5 - Land adjacent to Brewery Car Park
- Policy CIR.7 - The Waterloo Car Park

4.21 In terms of car parking strategy paragraph 7.34 of the SPD advises:

*"To secure environmental benefits to the town and improve safety for pedestrians and cyclists, it is proposed that the District Council adopts a parking strategy that discourages parking in the town centre. Instead preference should be given towards parking at locations that can be easily and directly accessed from the ring road."*

4.22 Paragraph 7.4.1 states that one of the aspirations for the town in relation to traffic and environment is to:

*"Ensure that car parks can be easily found, as directly as possible."*

Emerging Local Plan 2001-2031

4.23 The District Council is preparing a new Local Plan to replace the Cotswold District Local Plan 2001-2011. The new Local Plan will cover the period 2011 to 2031 which, once adopted, will form the key planning policy document used to guide decisions on the use and development of land in the district.

- 4.24 The District Council consulted under Regulation 18 on a range of draft planning policies from November 2015 to December 2015, which followed an extensive consultation earlier that year on the Development Strategy and Site Allocations document. Comments received are now being considered in the preparation of the 'pre submission' version of the new Local Plan.
- 4.25 The new Local Plan 2001-2031 has not yet been formally adopted and the weight afforded to these policies in determining local development proposals is limited. However, they demonstrate the District's intentions for the future development strategy for Cirencester and the District as a whole. Policies from the emerging Local Plan that are of particular relevance to this car park feasibility study are summarised in Table 5 below:

*Table 5: Draft Local Plan Policies*

Draft Local Plan Policy	Policy Summary
<p><b>Draft Policy INF6</b>                      Parking Provision</p>	<p>Proposals for public car parks will be permitted where the development:</p> <ul style="list-style-type: none"> <li>• Forms part of a town centre strategy or traffic management/parking strategy</li> <li>• Is essential for maintaining the vitality and viability of a town or district centre and demonstrably serves the town or district centre as a whole</li> <li>• Is located within or at the edge of the centre of the town or district centre and is of a scale that is in keeping with the size of the town or district centre;</li> <li>• Would help to reduce a significant traffic congestion problem or would not exacerbate existing problems; and</li> <li>• Would not detract from the provisions of alternative modes of transport</li> </ul>
<p><b>Cirencester Town Centre Strategy 3</b></p>	<p>Existing town centre car parks will be safeguarded from loss of further spaces until alternative provision is secured and implemented.</p>

Draft Local Plan Policy	Policy Summary
<p><b>Cirencester Town Centre Strategy 5</b></p>	<p>Through the implementation of a transport and parking strategy, future development will support and facilitate the creation of an attractive, vibrant town centre where the aim of reducing congestion and pollution are addressed by:</p> <ul style="list-style-type: none"> <li>• Considering the rationalisation and intensification of off-street parking, potentially by decking existing car park(s), where evidence and viability indicate this is an appropriate approach to meet identified demand, including for shopping and long-stay commuting;</li> <li>• Subject to any land currently used for off-street public car parking becoming surplus to requirements, considering its re-use for alternative, beneficial town centre purposes;</li> <li>• Where justified, consider the removal of on-street parking</li> </ul>
<p><b>Cirencester Town Centre Strategy 11</b></p>	<p>The redevelopment of town centre car park sites present the opportunity to facilitate high quality retail, commercial and employment uses, with complementary residential development, provided alternative parking provision can be secured elsewhere.</p>
<p><b>Cirencester Town Centre Strategy 12</b></p>	<p>Any comprehensive redevelopment of town centre sites would be guided by a masterplan prepared by Cotswold District Council for some or all of the following sites:</p> <ul style="list-style-type: none"> <li>• Sheep Street 'Island' site;</li> <li>• Memorial Hospital site;</li> <li>• Brewery Car Park and adjacent areas;</li> <li>• The Forum Car Park and neighbouring land including Dyer Street; and</li> <li>• The Waterloo Car Park</li> </ul>
<p><b>Cirencester Town Centre Strategy 13</b></p>	<p>Development opportunities within and adjoining the town centre are limited to the potential redevelopment of car park and service areas. The redevelopment of town centre sites will be encouraged in order to contribute towards the town centre's employment base, including B1 office provision, and possibly studio/start-up space, and is likely to require intensification of existing uses.</p>

#### Gloucestershire Local Transport Plan

- 4.26 The Local Transport Plan (LTP) sets the long-term strategy for transport across the county and forms the basis for decisions on transport investment in the future.
- 4.27 LTP3 (2011-2026) is the current version of the plan, although work is at an advanced stage on LTP4 (2015-2031) which is anticipated to be adopted in June 2016.
- 4.28 The current plan states that investing in making the best use of existing infrastructure will have a significant impact on congestion across a wide area and that the County Council will continue to work with the Borough and District Councils through the Parking Boards to ensure that parking policies in each area support the local economy, but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel

#### Cotswold District Council Parking Strategy 2010

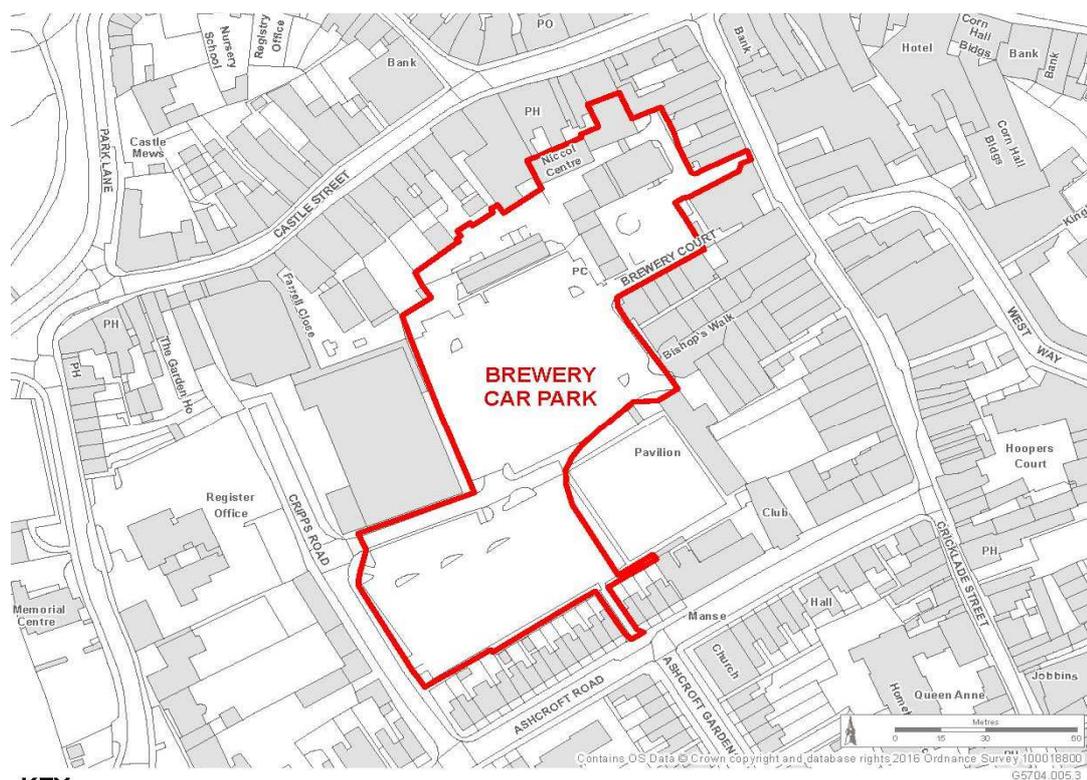
- 4.29 The Parking Strategy considers the needs of parking users and identifies actions necessary to provide a sustainable modern parking service which reflects local issues and meets the demands for parking provision across the Cotswolds.
- 4.30 Specific to Cirencester, the Parking Strategy sets out a number of actions to help alleviate some of the parking issues in the town centre including:  
  
*"Entering into dialogue with the community to encourage, facilitate or enable the development of appropriate additional car parking, if suitable site(s) can be identified, funding sourced and ownership/management agreed, with the aim of increasing parking provision by 15%."*
- 4.31 The Council has however stated that demand for parking has increased significantly since this Strategy was adopted and the Strategy therefore requires updating, particularly in terms of future provision.
- 4.32 The above policy context applies to the consideration of the car parks. Each car park is considered in turn in the chapters that follow.

## 5.0 Brewery Car Park

### Location

5.1 The Brewery Car Park is centrally located in the heart of the town centre, within a block formed by Castle Street to the north, Cricklade Street to the east, Cripps Road to the west and Ashcroft Road to the south. It is well located for access to a range of retail and food outlets.

**Site Area: 1.20 hectares**



**KEY**

Site Location

*Figure 1: Brewery Car Park Location Plan*

### Car Park Profile

5.2 The Brewery Car Park is a well-used facility, and is frequently at full capacity, as a result of it being close to the principal retail area and other visitor attractions. Typically the car park is at its busiest around midday, with occupation ranging from 90%-100% on weekdays and Saturdays.

*Table 6: Brewery Car Park Current Approximate Capacity*

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
Approximately 288	6	6	0

Note: Bicycle parking has recently been removed for development (see 5.10 below)

- 5.3 The Car Park access from the west is off the A429 ring road via Hammond Way and the Sheep Street one way system and then via Ashcroft Road leading onto Cripps Road roundabout.
- 5.4 From the east, the site is accessed off A429 ring road via London Road, along Lewis Lane (a one way street), via Ashcroft Gardens and then via Cripps Road.
- 5.5 Entry and exit routes to the car park are adjacent to each other off Cripps Road to the west of the car park.
- 5.6 There are good direct pedestrian linkages to the town centre that are well designed and help create a sense of place, reflecting the car park's central location. Pedestrian infrastructure also is generally good in the area, with a range of level pedestrian access points and nearby zebra crossings along Sheep Street and Ashcroft Road.
- 5.7 The car park is relatively well sign posted as 'Short Term' Parking. However there are no obvious links from the car park to local public transport or cycle infrastructure, although there is provision along Tetbury Road and Park Lane to the north west, and the National Cycle Route 45 is accessible along Ashcroft Road to the south.
- 5.8 There is an onsite mini roundabout separating the car park into two distinct areas, between the Tesco store and the bowling pavilion. The space in which the mini roundabout is set is tight, with a number of vehicles observed clipping kerbs. This also forms part of a delivery route through the car park to a small number of shops to the east of the car park.
- 5.9 The Key Amenities Plan for the Brewery Car Park (TPMA1486-001) demonstrates there is a high number of facilities and amenities within easy walking distance of the car park. It also has the highest number of points of interest in comparison to the remaining car parks across Cirencester for all land use categories, providing excellent accessibility to food and drink, leisure and tourism, office and employment and retail uses.

### **Planning Considerations**

- 5.10 Land to the north east of the site is allocated for mixed use development under Policy CIR.5 - Land adjacent to Brewery Car Park. A planning application has been approved for a mixed use development on this land to the north east (application reference 13/01534/FUL) comprising a four screen cinema, student accommodation, restaurants and cafes, shops, a multi-purpose arts facility and refurbished public realm, including the provision of a new substation and public toilets, which replace existing structures. The approved development (which has also been granted Listed Buildings consents and Conservation Area consent), does not include any additional car parking provision, and would result in the net loss of 19 existing spaces.
- 5.11 Development on the northern side of the car park could put additional pressures on the existing car park (although the approved development is likely to provide a boost to the evening and night time economy and is unlikely to have a significant impact on parking capacity during peak times).

- 5.12 The bowling pavilion to the east of the car park is designated for additional surface parking under saved Policy CIR.5/1 in the Local Plan. However, this is subject to a number of set criteria which include:
- The open spaces in front of the Brewery Arts Theatre and Brewery Court are enhanced;
  - That any vegetation around the area annotated CIR.5/1, which is worthy of retention be retained; and
  - If the area annotated CIR.5/1 does not become available for additional parking, a contribution towards the provision of off-site parking shall have been secured in order to meet the needs of the development and to replace any car parking lost through the site's redevelopment.
- 5.13 There is therefore the potential for relocating the bowling club for additional surface car parking or for the site to form part of a decked car park scheme. However, finding a suitable site for the bowling club within Cirencester provides its own issues, due to a distinct lack of available sites.
- 5.14 The car park's central location brings traffic into the historic centre of Cirencester and therefore does not fully accord with policies such as Local Plan Policy 39, which seeks to locate parking at the edge of the centre, where it would help reduce traffic congestion. Carefully considered signage to re-route traffic away from the historic centre could help to reduce the impact of traffic on the historic centre.
- 5.15 In addition to the provisions of the NPPF and supporting Practice Guidance, development proposals on this site will also need to pay particular attention to the following Local Plan policies:
- Policy 10 - Trees, Woodlands and Hedgerows;
  - Policy 12 - Sites of Archaeological Interest;
  - Policy 13 - Development Affecting a Listed Building or its Setting; and
  - Policy 15 - Conservation Areas

### **Constraints**

- 5.16 This site is partly within the scheduled monument and lies within the area covered by the Roman town. A tessellated pavement was found on the site in 1909 and it has a high potential for buried archaeological remains from the Roman period. There is also a moderate possibility of Saxon and/or medieval archaeology in this part of the town. However, there has been a build-up of material over time, which could afford some flexibility in terms of development options.
- 5.17 A number of trees are in the car park site, particularly in the southern section of the car park and along the boundary with Cripps Road. These trees are afforded protection under Local Plan Policy 12, due to the site falling within the Cirencester Town Centre Conservation Area. This also means that development proposals within this site will require Conservation Area consent.
- 5.18 The nearest listed building is the Grade II Nicoll Art Centre that fronts onto Cricklade Street.
- 5.19 The following Grade II Listed Buildings also are within 50m of the site:

- Black Horse Public House (ref 365167)
- 19 and 21 Castle Street (ref 365169)
- 23 Castle Street (ref 365172)
- 31 and 33 Castle Street (ref 365174)

5.20 Any development proposals would need to demonstrate that they do not harm the character or setting of the listed buildings and listed building consent may also need to be sought.

5.21 There are a number of residential properties along Ashcroft Road that back onto the car park along its southern boundary. Any proposals for a decked car park on this site would need to consider the amenity of these residents.

5.22 The car park provides delivery access to a small number of shops at Brewery Court to the east of the car park. It is likely that this delivery route will need to be retained. HGV access and layout would therefore need further consideration.

### **Conclusions**

5.23 The Brewery Car Park is one of the most centrally located car parks, which offers excellent pedestrian permeability, and accessibility to local services and facilities but by its virtue, brings traffic into the town centre.

5.24 Additional surface parking could be accommodated on the adjacent bowling club site. However, a suitable alternative site for the bowling club would need to be found.

5.25 It is considered that the car park area and shape is conducive for additional level(s) of decked parking, and is estimated that 1 additional decked level would result in a 30% increase in capacity, subject to further investigation and consideration of the site constraints outlined above. Those of particular note include:

- The need to maintain HGV access for delivery to Brewery Court;
- The close proximity of residential properties;
- It is within a Conservation Area designation, which affords protection to a number of trees on the site;
- It is centrally located (which is beneficial for pedestrian access), but brings traffic into the town centre; and
- It is partially within Scheduled Monument designation (GC361 - Corinium Roman Town).

## 6.0 Old Station Car Park

### Location

- 6.1 Close to the Ring Road (A429) within a prominent position on the approach to the town centre, the Old Station Car Park is bounded by Tetbury Road to the west and faces Home Park, which backs onto Cirencester Park.

**Site Area:** 0.43 hectares

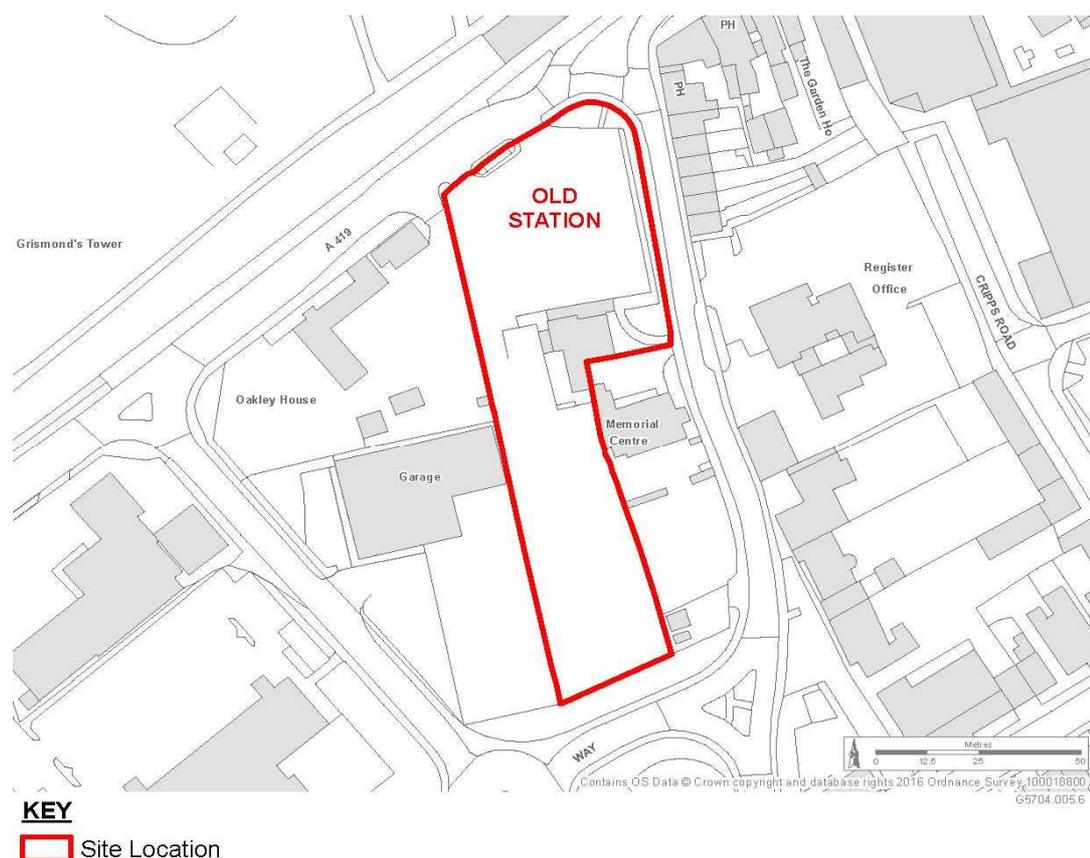


Figure 2: Old Station Car Park Location Plan

### Car Park Profile

- 6.2 The Car Park is well located on the western edge of the town centre, within an area identified as Sheep Street 'Island' and is primarily served by the A429. It is close to a number of tourist attractions and is signposted as the 'Corinium Museum' Car Park.
- 6.3 The site contains the former Railway Building and is adjacent to Apsley Hall (Memorial Centre), both of which are Grade II Listed.
- 6.4 Typically the Car Park is at its busiest throughout the working week, and is often at 100% capacity before 10:00hrs, demonstrating that it is well used by commuters. The Car Park is less busy at weekends when typically it can be between 60% and 90% capacity.

Table 7: Old Station Car Park Current Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
Approximately 149	2	4-5	0

Note: The installation of bicycle parking is planned for July/August 2016.

- 6.5 Vehicular access to the site is off the southern section of the A429 ring road, via Hammond Way, Tetbury Road and the one-way system around Sheep Street Island, with access into the Car Park off Tetbury Road, via a wide in/out junction.
- 6.6 Pedestrian infrastructure generally is good in the area, with dropped kerbs and tactile paving present at the site's entrance and egress points, but there is no ramped access from Tetbury Road, which is currently stepped. A zebra crossing is located along the nearby Sheep Street complete with dropped kerbs and tactile paving.
- 6.7 The site is relatively well connected to public transport, with a bus stop located along Tetbury Road to the north, which is served by bus services 54, 54A, 77 and 93. In addition, nearby Sheep Street is serviced by the number 881 service.
- 6.8 On and off road cycling provision is provided along Tetbury Road to the north, which includes a shared foot and cycle way in addition to an on road cycle lane. The national cycle route 45 is also accessible from the site, which is approximately 150m south of a pedestrian ramp onto Sheep Street and Ashcroft Road.
- 6.9 The Old Station Car Park provides good access to food and drink establishments and is well located for office and employment opportunities (as demonstrated on The Old Station Car Park Key Amenities Plan TPMA1486-002). However, it is considered that retail opportunities are fairly limited in the area, and means that the majority of shoppers are likely to use alternative parking facilities.

### Planning Considerations

- 6.10 The site is allocated in the adopted Local Plan (and in the emerging plan) under Policy CIR.3 - Sheep Street 'Island' Site, which includes land to the west of the site, for a decked car park and a mix of residential, office and leisure uses. The policy provides that development proposals will need to ensure they retain and enhance the setting of the following Grade II Listed Buildings:
- Oakley House
  - The former Railway Station Building; and
  - Apsley Hall (Memorial Centre)
- 6.11 In addition, any proposals for a decked car park are required under Policy CIR.3 to be designed to make best use of the changes in levels within the site and provide enhanced pedestrian links to the town centre.

- 6.12 Planning permission has been granted and development has commenced on the land to the west of the Old Station Car Park, for 34 retirement Living Apartments (ref 14/05222/FUL) and includes communal facilities, associated residents' car parking and landscaping. However, it should be noted that whilst on-site residents parking is provided, there is no staff parking provision.

### **Constraints**

- 6.13 Although the site is not designated as a Scheduled Monument, the site lies adjacent to Corinium Roman town, in the vicinity of 'the querns' an area of the Roman amphitheatre and extra mural cemetery. This was confirmed in a desktop assessment (2008) which identified defences from the Roman Town through the eastern half and centre of the site and a mural cemetery extending from the west. It recommended further monitoring analysis and geophysical survey would be required.
- 6.14 The site is therefore considered to have moderate potential of as yet unknown buried archaeological remains. It would be unlikely that any remains would form an absolute constraint on development. However, there may be Roman cemetery remains on the site which would be expensive to excavate. Such remains might also be subject to the Burial Act 1857 and Disused Burial Grounds Act 1981. There may be a requirement that human remains are excavated (rather than it being possible to build directly in and over the ground containing remains). Any design would have to take account of the position of any other important archaeological remains and attempt to preserve them in situ in accordance with the NPPF.
- 6.15 Previous archaeological events within the area have found remains from the prehistoric, Roman, Anglo-Saxon, medieval, and post medieval periods, with the Roman period the most well represented.
- 6.16 Further investigation would also need to be undertaken to establish the potential for contaminated land, as the site is located within an area of a historic landfill. This may require remediation and mitigation measures, which could add significant cost to any future development of the site.
- 6.17 The site is also within the setting of a number of Grade II Listed Buildings and is within the town centre Conservation Area, which means Listed Building and Conservation Area consents would be required for development.
- 6.18 The presence of the Old Station building and the development of the neighbouring site for retirement accommodation also add additional constraints to the development of a decked car park, by placing restrictions on the size of the site. This may not be sufficient to accommodate a ramp and the required circulation space to make a decked car park viable.
- 6.19 Locally, it has been suggested that the site could be used as a Bus Interchange. Proposals for additional car parking on the site may not therefore be received favourably by the local communities despite the site being allocated for this purpose in both the adopted and emerging Local Plans.

## Conclusions

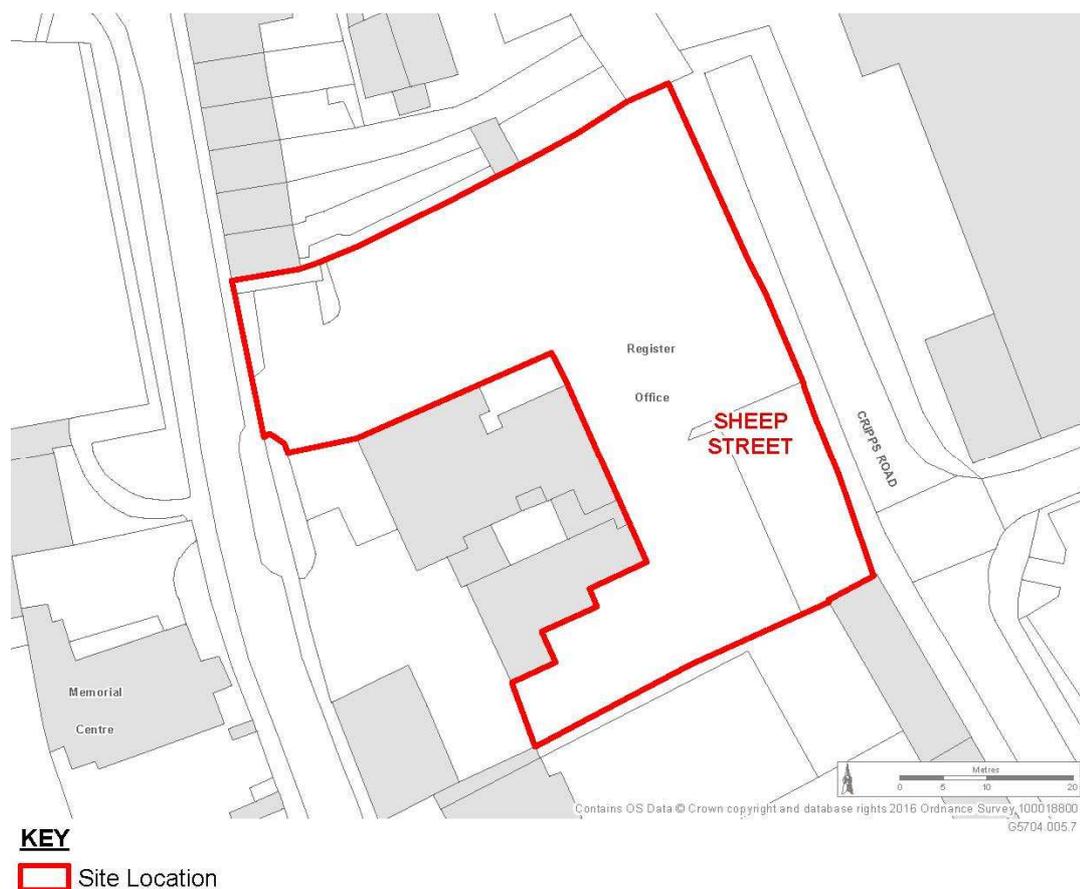
- 6.20 The Old Station Car Park is well located to intercept traffic entering the town centre from the west along the A439 ring road. Other access, particularly from the north and east, is more problematic and would require careful signage to route traffic so as to avoid the historic centre of the town.
- 6.21 The site provides opportunities for onward travel utilising sustainable modes, but would benefit from enhanced pedestrian linkages to the town centre and provides medium levels of accessibility to local services and facilities.
- 6.22 The restricted size and shape of the site, combined with the need to retain the Old Station Building (in accordance with Policy 13) pose the greatest constraints to the development of a decked car park, due to the space required for ramps and circulation space. Adding one additional deck level would be likely to increase the existing capacity by only around 10%. This leads to the conclusion that this car park is not conducive to decking, unless the Station Building was demolished.

## 7.0 Sheep Street Car Park

### Location

- 7.1 Sheep Street Car Park is close to the southern section of the A429 ring road, on a prominent approach into the town centre from the west and is the site of the former memorial Hospital. It lies opposite Cirencester Memorial Centre, which is Grade II Listed, and sits behind a row of rented cottages which front onto Sheep Street.

**Site Area:** 0.35 hectares



*Figure 3: Sheep Street Car Park Location Plan*

### Car Park Profile

- 7.2 The car park is relatively accessible from all surrounding areas, being centrally located within the town centre, with easy access via the Sheep Street one-way system, directly off the inner bypass.
- 7.3 Typically the car park is at its busiest on weekdays, and is often at 100% capacity before 10:00hrs, suggesting it is well used by commuters. The car park has a much lower occupancy rate on Saturdays (typically around 50%-80%), but is still considered to be a popular well used car park, that would benefit from additional capacity.

Table 8: Sheep Street Car Park Current Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
Approximately 77	2	0	0

- 7.4 The car park has separate vehicular entrance and exit routes, which present as a left-in and left-out arrangement off the Sheep Street one-way system. Pedestrian access is considered to be below standard with one relatively narrow (but level) access onto Cripps Road. There is no formal pedestrian access via Sheep Street, although there is a pedestrian access by the vehicular exit lane.
- 7.5 Pedestrian infrastructure in the surrounding area is generally good, with zebra crossings present along Sheep Street, complete with dropped kerbs and tactile paving. However, there are no obvious links from the car park to local public transport, although there is access to several bus services along Tetbury Road and the 881 bus service, which is routed along Sheep Street.
- 7.6 The National Cycle Route 45 is within approximately 150m of the car park, to the south, which can be accessed using the cycle path and cycle lane provided along Tetbury Road and Park Lane to the north of the site.
- 7.7 The Sheep Street Key Amenities Plan (TPMA14686-003) demonstrates there is reasonable access to a range of facilities and amenities within walking distance of the car park, providing good access to all the identified land use categories, which includes food and drink, leisure and tourism, office and employment and retail opportunities.
- 7.8 Apart from providing much needed public parking, the site is unoccupied. Fronting onto Sheep Street there is a row of former cottages that are now in commercial use.

### Planning Considerations

- 7.9 The site is allocated under Policy CIR.4 - Memorial Hospital Site, Sheep Street in the adopted Local Plan for car parking until such time that adequate provision is made elsewhere. Car parking on this site is only considered to be a short term solution to the town's parking issues, and ultimately in the longer term, it is accepted that the site is likely to be redeveloped for office accommodation with associated parking.
- 7.10 The policy also provides that the Air Raid Shelter and front section of the former Memorial Hospital must be retained until such time as a satisfactory redevelopment scheme has been approved. It is not known, without undertaking further discussions with the planning authority, whether the need for additional parking would justify the removal of these assets.

## Constraints

- 7.11 This site lies within the Scheduled Monument (GC361 - Corinium Roman Town) and therefore further monitoring, analysis and a geophysical survey would be required in accordance with the provisions of the NPPF and Good Practice Advice (published by Historic England), along with trial trenching, to establish the true extent and implications of this.
- 7.12 Previous archaeological events within the area have found remains from the prehistoric, Roman, Anglo-Saxon, medieval and post-modern periods, with the Roman period the most represented. A desktop assessment undertaken in 2008 identifies defences from the Roman Town through the eastern half and centre of the site and a Roman extra mural cemetery may be present extending from the west.
- 7.13 The car park site is therefore considered to have moderate potential of as yet known burial archaeological remains dating back to the Roman period, Anglo-Saxon, Medieval and post medieval periods and the onsite World War 2 Air raid shelter has moderate heritage significance. The significance of heritage assets from the Second World War has risen in recent years. The air raid shelter located within the car park is a well preserved example of its type and it is suggested that this should be retained in any development.
- 7.14 The site is also within Cirencester Town Centre Conservation Area and the trees that are scattered across the site and along the boundary with Sheep Street are protected under saved Local Plan Policy 15.
- 7.15 The policy requirements which seek to retain the air raid shelter and front section of the former Memorial Hospital, severely restricts the potential of the site for decked parking, unless the local planning authority are of the opinion that the overriding need for additional car parking capacity justifies their demolition. Given car parking is not the long term intended use for the site, this is unlikely.

## Conclusions

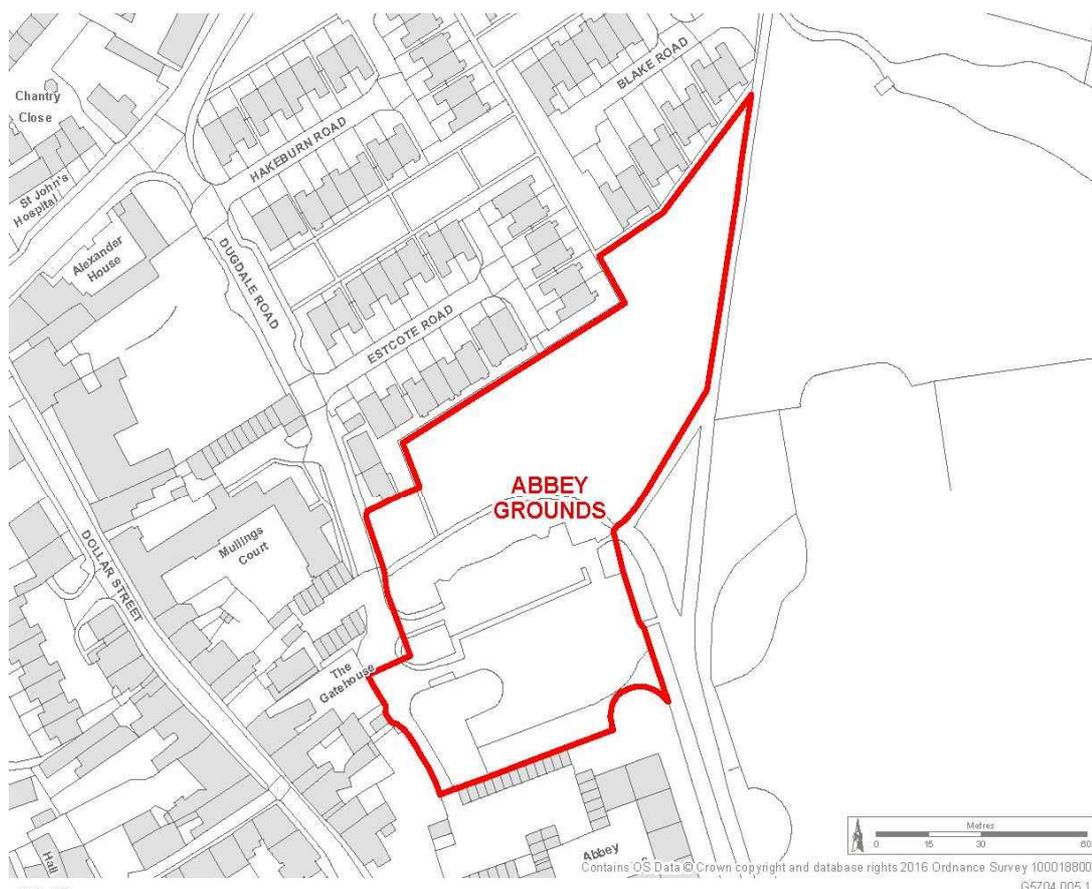
- 7.16 The site is centrally located, with good access off the A429 ring road. It offers users of the car park direct level access to a range of facilities and amenities, making it a popular car park, which is often found to be at or nearing capacity.
- 7.17 Further investigations would be required to assess the impact of any development on the Scheduled Monument, listed Buildings and Conservation Area and would need to go through multiple consenting regimes.
- 7.18 The provisions of Local Plan Policy CIR.4, which seeks to retain the air raid shelter and front section of the former Memorial Hospital, severely impacts the development potential of the site for decked car parking, as the existing site area and layout is not conducive to decking or car park redesign. Adding a decked level is not likely to increase the overall capacity of this car park and would not justify the costs incurred.

## 8.0 Abbey Grounds Car Park

### Location

- 8.1 The Abbey Grounds Car Park is located at the end of a residential road (Dugdale Road), which leads to Abbey House via a private road. The site is within a predominantly residential area, to the north west of Cirencester's historic town centre. The car park backs onto the Abbey Grounds Park and is bounded by a stone wall.

**Site Area:** 0.28 hectares



#### KEY

- Site Location

Figure 4: Abbey Grounds Location Plan

### Car Park Profile

- 8.2 The car park is accessed off Dugdale Road and is accessible from the north, west and south via the A417. Access from the east is more problematic due to the Lewis Lane/Sheep Street one way system and all routes access the site via Dugdale Road which is a no through road and residential route.

- 8.3 Despite the relatively low levels of accessibility, the car park is busy throughout the working week (Monday to Friday), and is often close to capacity by 10:00hrs. Occupation is generally sustained at 90% throughout the day suggesting the car park is predominately used by commuters, with high occupancy observed during school drop off and pick up at the nearby Powell's C of E Primary school.
- 8.4 Weekend usage is slightly lower, with occupancy levels typically 60%-80%, although it is still well used and would benefit from capacity enhancements.

*Table 9: Abbey Grounds Car Park Capacity*

Standard Space	Disabled Spaces	Motorcycle Parking	Bicycle Parking
Approximately 97	2	0	0

- 8.5 Visibility along Dugdale Road is good and considered suitable for capacity enhancements at the car park, although the access and egress was observed as being tight.
- 8.6 There are two shallow ramped pedestrian access points leading to the adjacent park offering good pedestrian permeability from the park to the car park. However, the pedestrian provision from the car park entry and exit points for town centre access is considered to be substandard, with no dropped kerbs or tactile paving.
- 8.7 Pedestrian infrastructure in the surrounding area is generally of good condition, but provides no obvious linkages to public transport. There is however, a cut through to Gosditch Street where bus services 51 and 854 can be accessed.
- 8.8 The National Cycle Route 48 is within approximately 100m of the site, accessible from Spitalgate Lane, Dollar Street and Gosditch Street.
- 8.9 There is a relatively low number of facilities and amenities within walking distance of the car park (as illustrated on Key Amenities Plan TPMA1486-004). Although the car park provides convenient access to Abbey Grounds Park, visitors to typical town centre uses are likely to prefer alternative parking. However the high rates of usage indicate that this car park is considered acceptable for many of the town centre uses.

### **Planning Considerations**

- 8.10 There are no specific planning policies or relevant planning history associated with this site.

## Constraints

- 8.11 The site lies entirely within the Scheduled Monument (GC361 - Corinium Roman Town). Previous studies suggest the site is considered to have high potential for buried archaeological remains dating to the Roman and medieval period, associated with the former Abbey. Under the provisions of the NPPF and Good Practice Advice (published by Historic England), further monitoring, analysis and a geophysical survey would be required in accordance with along with trial trenching to establish the true extent and implications of this potential.
- 8.12 The whole site falls with the Town Centre Conservation Area and has a large number of trees located within and around the site, which are subject to a group Tree Preservation Order (TPO118).
- 8.13 The car park sites lies to the rear of a number of Grade II Listed properties and any capacity enhancements would likely require Listed Buildings Consent, in addition to Conservation Area Consent.
- 8.14 The Environment Agency Flood Zone Map shows a small section to the north of the formally laid out car park as being within the flood plain and in Flood Zone 3 (see Drawing 3) which is considered to have a 1 in 100 or greater annual probability of river flooding. Further assessment would therefore be required to ensure proposals would not increase the risk of flooding on the site or result in increased risk of flooding elsewhere.
- 8.15 The proximity of residential properties and the site only having one access route taking traffic through a residential area, make any proposals to increase capacity at this site a sensitive issue. Consideration of how proposals could benefit local residents through mitigation measures such as flood attenuation or the provision of off-street parking for the school could help appease local residents.

## Conclusions

- 8.16 The Abbey Grounds Car Park is located north of the town centre, and is one of the furthest car parks from the town centre, and the facilities and amenities the town centre brings.
- 8.17 Access to the site is through a residential area, which poses issues for increasing capacity at the site. Decking the car park would affect the trees in the group TPO although an additional decked level could provide as much as an 80% increase in capacity for the site. There also could be some potential for extending the surface car park north eastwards towards the river, although this again could be constrained by the number of protected trees.

## 9.0 The Leisure Centre Car Park

### Location

- 9.1 The site is accessed directly from the inner bypass and Tetbury Road via Hammond Way and Old Tetbury Road (which is a no through route). It is in a prominent location on one of the main approaches to the town centre, close to the southern section of the A429 ring road, and Cirencester Hospital which lies to the south west.

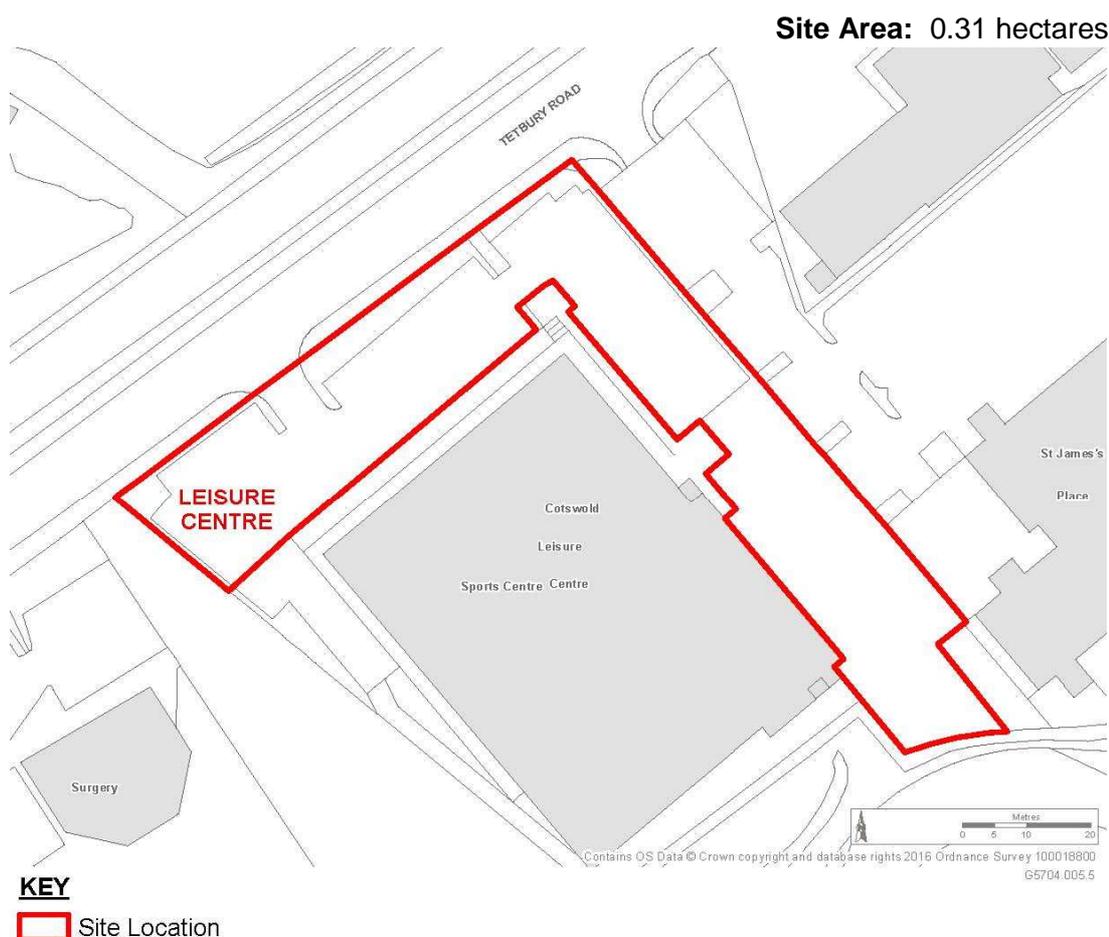


Figure 5: Leisure Centre Car Park Location Plan

### Car Park Profile

- 9.2 Relatively accessible by road, the car park is located within the western area of Cirencester town centre and is primarily served by the A429, with vehicular access off Tetbury Road via a large two-way priority controlled T-junction.
- 9.3 The car park allows for a maximum stay of 3 hours and typically does not reach capacity either during weekdays or at weekends, with a usual level of occupation ranging from 60%-90%, although there is a high level of use during evenings. The car park's intended use is for Leisure Centre users and staff and there is little evidence to suggest additional capacity is required.

Table 10: Leisure Centre Car Park Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
122 public spaces 2 parent & child spaces 10 staff spaces	4	3	16

- 9.4 There are separate level pedestrian accesses from Tetbury Road and at the A429 roundabout, with dropped kerbs and tactile paving. Pedestrian infrastructure in the surrounding area is generally in good condition and there is a footbridge over the A429, linking the south of the car park to the hospital. Guard rails are present adjacent to both pedestrian access points.
- 9.5 There are no obvious direct links to public transport, although bus services 54, 54A, 77, 93 and the 881 all pass the car park along the A429.
- 9.6 Along Tetbury Road to the north there is a shared footpath and cycle way and an on-road cycle lane.
- 9.7 There are relatively few facilities and amenities within a short walking distance of the site (as illustrated on the Leisure Centre Car Park Key Amenities Plan TPMA1486-005 in Appendix B). The Leisure Centre Car Park has the lowest number of places of interest nearby in comparison with other town centre car parks, across all land use categories.

### Planning Considerations

- 9.8 The site is allocated in the Cotswold District Local Plan 2001-2011 as part of the former Livestock Market and Leisure Site (Policy CIR.2) for a mix of office, residential and leisure uses with the need to provide at least the same amount of public car parking as was available at the time the plan was adopted.
- 9.9 The Leisure Centre is a relatively new facility provided on the site of the previous Leisure Centre and it is considered that the new facility meets the policy requirements in terms of its public car parking provision.

### Constraints

- 9.10 The site lies outside the Roman town within the Roman cemetery area and Tetbury Road is on the route of the former Roman road of Fosse Way. In 1960, 46 cremations and 8 inhumations dating from the Roman period were found in the vicinity.
- 9.11 The site therefore has a moderate potential for unknown buried archaeological remains dating to Roman period, although the modern construction of the car park and leisure centre may have truncated any remains.
- 9.12 There are no Listed Buildings close to the site and it does not fall with a Conservation Area, although it is adjacent to the Cirencester Town Centre Conservation Area.

- 9.13 Part of the site in Flood Zone 2 (see Drawing 3) where the risk of flooding is considered low (less than 1 in 100 year probability of river flooding).
- 9.14 The car park is for use by patrons of the Leisure Centre. However, even if the usage was extended to commuters and other visitors to the town centre, the size and shape of the site does not lend itself to decking once ramps and circulation space have been taken into consideration. There is little opportunity for increasing surface car parking capacity at this site.

### **Conclusions**

- 9.15 The site offers good accessibility off the A429 and good surrounding infrastructure, with a high level of pedestrian permeability, and offer potential opportunities for onward sustainable travel. However, accessibility to local services and facilities is relatively poor.
- 9.16 There are few environmental constraints to development on this car park site. However, occupancy data suggests that demand for car parking space is not particularly high in this location. The physical shape of the site means that adding an additional deck would likely result in an increase in capacity of only around 10%.
- 9.17 It is therefore suggested that the Leisure Centre Car Park is excluded from further consideration in this study.

## 10.0 The Forum Car Park

### Location

- 10.1 The car park is close to the northern sector of the main A429 Swindon Road and is bound to the west by modern office buildings; to the north by a 3 storey police station, which backs onto the magistrates court; to the east by a modern 3 storey residential block with service areas to commercial units below and a public toilet block; and to the south is bound by a stone wall which faces onto a large car park associated with the telephone exchange.

**Site Area:** 0.54 hectares

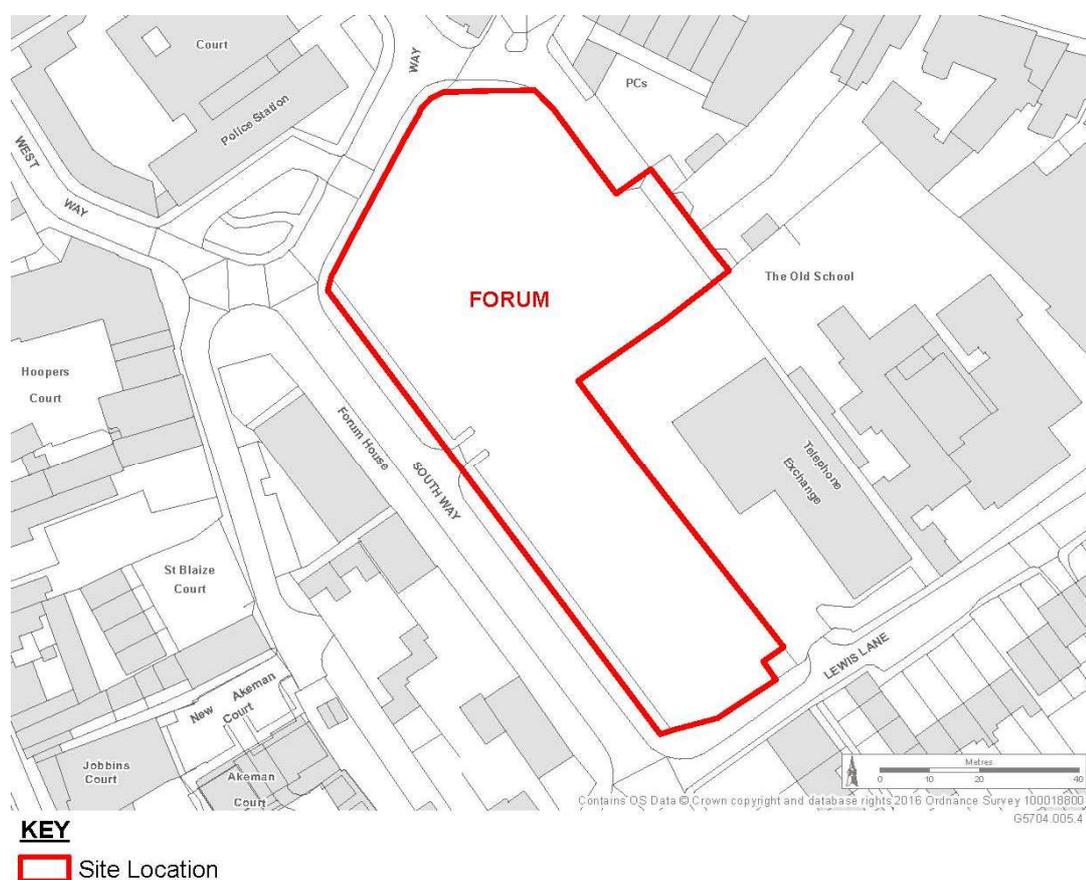


Figure 6: Forum Car Park Location Plan

### Car Park Profile

- 10.2 Centrally located, this car park is accessible by road from all areas, with a wide two-way priority T-junction and pedestrian refuge island, providing vehicular access onto South Way.
- 10.3 Typically this car park is at its busiest on the weekend, with occupation levels often at 100% capacity. The car park is also busy during the week, with levels typically at 80%-100%. The provision of free parking after 3pm helps maintain capacity levels.

Table 11: Forum Car Park Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
191	12	3	8

- 10.4 There are several pedestrian access points including access onto Lewis Lane, two at South Way and three access points onto North Way, making this site extremely permeable for pedestrians. All pedestrian access points are level or ramped where required and include dropped kerbs and tactile paving where appropriate and there are designated walkways painted on the recently re-surfaced car park.
- 10.5 Pedestrian infrastructure in the surround area is generally good, with a number of zebra crossings present in the area and high levels of permeability.
- 10.6 There are several bus stops and a taxi rank on South Way, providing access to the 51, 854, 855 and 865 bus services. There are no obvious links to cycle infrastructure, although the National Cycle Route 45 is accessible within 200m west of the site along Cricklade Street.
- 10.7 The Forum Car Park Key Amenities Plan TPMA1486-006 demonstrates there is a high number of facilities and amenities within typical walking distance of the car park. It has the second highest number of nearby places of interest in comparison to the remaining car parks across Cirencester for all land use categories, providing excellent access to food and drink, leisure and tourism, office and employment and retail.
- 10.8 The car park has recently been upgraded and resurfaced. There is an opportunity to link the site with the Police Station and Magistrates' Court, if the Police Station relocated. Even without the additional area, it is considered that the car park area and shape is conducive for additional level(s) of decked parking, subject to further investigation and consideration of other constraints.

### Planning Considerations

- 10.9 The site is unallocated in the adopted Cotswold District Local Plan 2001-2011. However, in the emerging development Strategy and Site Allocations 2015 Plan, the Forum Car Park is one of three major town centre car parks proposed for redevelopment. Policy CIR\_E10 seeks a retail-led mixed use scheme for the site, which would result in a significant loss in town centre parking.
- 10.10 On a site opposite the car park, on South Way, a planning application was made for extensions and alterations to provide additional (Class B1) together with four (Class C3) residential flats and associated ancillary development (application 14/04415/FUL). The application was refused on grounds of character and appearance of the local area and the Cirencester Town Centre Conservation Area and effects on the living conditions of occupiers of the Walled Garden. This indicates matters that may need to be addressed by a development proposal for the car park.

## Constraints

- 10.11 The car park is on the site of a scheduled monument and it is reported that it sits on old Roman remains, believed to be a Roman Pavement and Mosaics. A Geophysical Survey undertaken in 2006 was unsuccessful in defining any Roman deposits, although these are known to be located in the northern third of the car park. The site is therefore considered to have high potential for as yet unknown buried archaeological remains dating to the Roman period and moderate potential for as yet unknown buried archaeological remains dating to the medieval period.
- 10.12 The car park is in the Cirencester Town Centre Conservation Area and the Grade II Listed former School Building (ref 1187493) backs on to it. Development of the car park would need Listed Building and Conservation Area consents and the design of development would need to be carefully considered (as demonstrated on the opposite site, where planning permission was refused).

## Conclusions

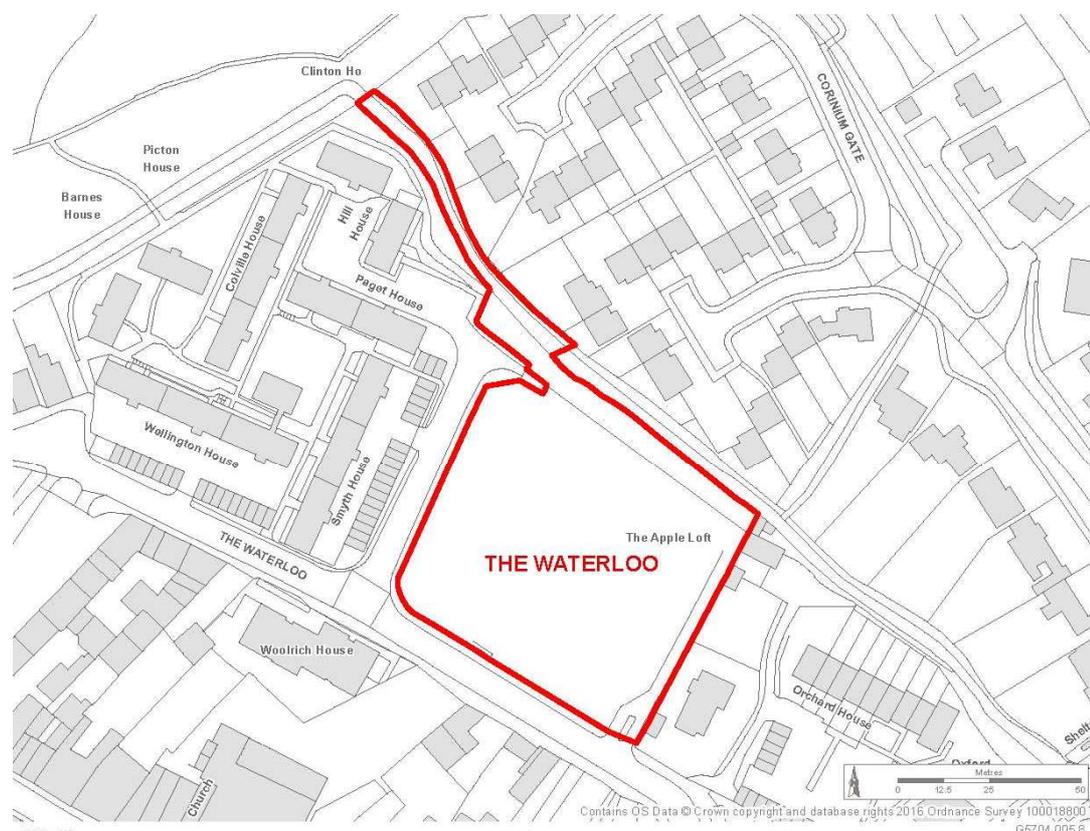
- 10.13 The car park is well located centrally, for access to a range of services and facilities and has seen recent investment through the resurfacing and redesign. It is a well-used car park and its use later in the day is sustained by free parking after 3pm.
- 10.14 Pedestrian infrastructure is good, with good opportunities for onward sustainable travel.
- 10.15 The outcome of a recent planning application on an adjacent site, suggests that any development would need to be carefully considered to ensure its size, scale, mass and design are in keeping with surrounding listed buildings and its position with the Cirencester Town Centre Conservation Area.
- 10.16 The site is considered to be of a suitable size and shape, for additional car parking provision, and the creation of one additional deck level, could result in a 60% increase in capacity subject to further consideration of constraints.

## 11.0 The Waterloo Car Park

### Location

- 11.1 This is a town centre car park bounded by the River Churn and flats to the north west, which is accessed off the A429 via London Road and Lewis Lane. Service areas and private car parks face the site to the south along with a number of new apartments on the former Woolmarket car park. Semi-detached housing bounds the site to the east and north east.

**Site Area:** 0.67 hectares



#### KEY

Site Location

*Figure 7: The Waterloo Car Park Location Plan*

### Car Park Profile

- 11.2 Located to the eastern side of the town centre, The Waterloo is relatively accessible by road, being serviced by the A429 and A417.
- 11.3 Vehicular access into The Waterloo is at its north western corner, with egress in the form of an exit-only route provided in the south eastern corner of the site; with left and right movements segregated by a central reservation. Visibility is restricted to the east on egress.
- 11.4 The car park is popular throughout the week and at weekends, with capacity typically reaching 80%-100%. It is well-used, and would benefit from additional capacity.

Table 12: The Waterloo Car Park Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
233	2 (non-standard bays)	0	0

- 11.5 Three pedestrian access points are provided at the site, although two have steps, with a ramped pedestrian access point next to the pay and display machine. Wheelchair users and prams are required to use the vehicular access and egress points, which restricts pedestrian permeability. Pedestrian infrastructure in the surrounding area also could be improved. There are dropped kerbs in the vicinity of the site, but no tactile paving although there is tactile paving at Dyer Street and London Road signalled junction.
- 11.6 There are no obvious links from the car park to public transport, although a number of bus services can be accessed along London Road and Dyer Street, and no obvious links to cycle infrastructure.
- 11.7 The Waterloo Key Amenities Plan TPMA1486-007 demonstrates there is a good range of facilities and amenities within a short distance of the car park, and it provides good access to all land use categories.

### Planning Considerations

- 11.8 The Waterloo car park is allocated in the Cotswold District Local Plan 2001-2011 under saved Policy CIR.7 for a decked car park, with integral office and residential uses subject to the provision of:
- An attractive, landscaped public access to the river; and
  - A shopmobility facility within the proposed scheme
- 11.9 Paragraph 7.5.41 indicates that:
- "A decked car park here could improve the appearance of the area, especially if it was screened, perhaps in part, by development comprising other uses wrapped around it and integrated into its construction of a single development site".*
- 11.10 The desire for a decked car park on the site is also maintained in emerging policy although it acknowledges that a number of environmental constraints would need to be overcome.

## Constraints

- 11.11 This site lies within the Scheduled Monument (GC361). Limited field evaluation in 1999 revealed that Roman remains lay only approximately 600mm below current ground surface. However, the limited nature of the investigation could not guarantee that remains are not shallower elsewhere on the site. Further archaeological evaluation was undertaken for the site in 2008 which showed that the Waterloo car park contains evidence for a pre-Roman watercourse and structured remains associated with the Roman town. It is likely that the plan of at least one Roman building lies within the site. The site therefore has high potential for as yet unknown buried archaeological remains dating to the Roman period, although low potential for as yet unknown archaeological remains dating to the prehistoric, medieval and post medieval periods.
- 11.12 The presence of Roman deposits in the Scheduled Monument signifies that it will be necessary to design a development which minimises disturbance to the sensitive deposits and means strip or piled foundations would probably not be approved. English Heritage (EH) would need to be consulted as early as possible on any design, should this site be taken forward.
- 11.13 The site lies outside the Cirencester Town Centre Conservation Area and although there are a number of trees in the car park, none are subject to Tree Preservation Order.
- 11.14 The site is in the flood plain as indicated on the Environment Agency Flood Zone Maps. These indicate the site is in Flood Zone 2 where flood risk is considered low (less than a 1 in 100 year (1%) risk of river flooding).

## Conclusions

- 11.15 The car park is a well-used facility, with good all round vehicular access. Pedestrian access could be improved and these improvements would be anticipated as part of any development proposals.
- 11.16 The site's size and shape lends itself to decked car parking, with an additional level of decked parking likely to achieve an increase in capacity of some 80%. It is supported both in adopted and emerging planning policy, although careful consideration of design and its integration into surrounding uses would be needed.
- 11.17 The greatest constraint to increased capacity through a decked scheme is the known presence of Roman deposits. These could have serious implications on the design and construction of any future development on the site.

## 12.0 Beeches Road Car Park

### Location

- 12.1 The Beeches Car Park is just off the A429 Swindon Road bypass and is accessed via Beeches Road southbound off London Road. The site backs onto the gardens of residential properties to the west, although views into the car park are restricted by a large number of mature trees located along this boundary. Buildings providing typical community facilities are found to the east of the site, whilst there is further housing to the south.

**Site Area: 0.53 hectares**



Figure 8: The Beeches Car Park Location Plan

### Car Park Profile

- 12.2 The car park is relatively accessible by road. Located east of the town centre, the car park is primarily served by the A429 and A417.
- 12.3 The car park is typically busy throughout the week and at weekends, with occupation rates regularly ranging from 90%-100%. The car park appears to be well used at all times, although this could be reflective of the 'Long Stay' nature of the car park.

Table 13: Beeches Car park Capacity

Standard Spaces	Disabled Spaces	Motorcycle Parking	Bicycle Parking
145	0	0	0

- 12.4 Suitable vehicular access is taken from Beeches Road which comprises a wide two-way priority controlled T-junction.
- 12.5 There are two level pedestrian access points onto London Road. There is access onto Beeches Road from the south eastern corner of the car park and at the vehicular access.
- 12.6 Pedestrian infrastructure in the surrounding area is generally of good condition, with a pedestrian refuge island located adjacent to the vehicular access which includes dropped kerbs, tactile paving and beacons.
- 12.7 Bus stops are present along London Road where services 77, 854, 855 and 865 can be accessed. There is also a National Express coach stop with services to destinations such as London, Hereford, Hounslow, Cheltenham and Swindon.
- 12.8 There are few facilities and amenities within typical walking distance of the car park (as demonstrated on the Beeches Car Park Key Amenities Plan TPMA1486-008) and it has the second lowest number of places of interest nearby in comparison to the remaining car parks across Cirencester for all land use categories.

### Planning Considerations

- 12.9 There are no specific planning policies or relevant planning history associated with this site.

### Constraints

- 12.10 The site lies partially within the Scheduled Monument 'Corinium Roman Town' with the designation applying across the north and western sectors of the site. In accordance with the provisions of the NPPF and Good Practice Advice (published by Historic England), any planning application would need to be accompanied by an appropriate desk-based assessment and, where necessary, a field evaluation due to high potential for as yet unknown buried archaeological remains dating to the Roman period. The site has low potential for as yet unknown archaeological remains dating to the prehistoric, medieval and post medieval periods
- 12.11 There are a large number of mature trees located along the western boundary of the site which are subject to a group Tree Preservation Order. The site is in the Cirencester South Conservation Area. The far northern part of the site (not laid out as a surface car park) is within Flood Zone 3 (See Drawing 3) where the risk of flooding from the river is considered low (less than 1 in 100 year (1%) risk of flooding).
- 12.12 The proximity of the River Churn also suggests that there may be unknown levels of alluvium deposits within the site, which would need further investigation.

- 12.13 The linear shape of the site could mean that the potential for decking is limited once the area for ramps and circulation space has been calculated.

### **Conclusions**

- 12.14 The site is unallocated in both the adopted and emerging planning policy.
- 12.15 The site has a number of environmental constraints including being located within a Scheduled Monument, Conservation Area and the large number of protected trees on the site.
- 12.16 The Beeches Car Park is relatively accessible by road, although the range of shops and services in the vicinity is limited.
- 12.17 The greatest restriction to capacity enhancement on the site are its physical constraints. Initial calculations suggest an additional level of decked car park could provide a 20% uplift in capacity. However this is subject to more detailed assessment.

## 13.0 Alternatives

- 13.1 The issue of car parking in town centres typically is both complex and contentious. Cirencester is no exception. It is essential for the future prosperity of Cirencester that the correct balance is struck between the demands of car users and the local environment. This Chapter therefore considers the alternatives to increasing parking capacity within the town's existing car parking offer.

### **Do Nothing**

- 13.2 In Cirencester the town centre car parks are reaching capacity, particularly during peak times, where demand for spaces exceeds supply and on-street parking can interfere with the historic fabric of the town. If no action was taken, a lack of available car parking could result to an increase in traffic generated by drivers looking for somewhere to park, creating more congestion and pollution in the town centre. This also could lead to safety concerns in the narrow streets for other street users such as pedestrians and cyclists and jeopardise wider sustainable transport initiatives.
- 13.3 In the longer term this is likely to have serious impacts on the economic growth to the town, with visitors and businesses choosing to go elsewhere, as well as impacting on the general quality of life for local residents.

### **New Car Park(s)**

- 13.4 Rather than increasing capacity within existing town centre car parks, there is the option to create additional car park capacity at a new site.
- 13.5 Several attempts have been made over the years to identify a suitable site. However, given the fabric of the historic town centre and the need for the car park to be within suitable walking distance of the town centre, there simply are not the development site opportunities.
- 13.6 The option of a new car park could be explored further should a suitable site become available in the future.

### **Improvements to Public Transport**

- 13.7 Local bus services provide vital links for the small villages in the rural Cotswolds that surround Cirencester. Maintaining the viability of these small rural bus services is a challenge. The historic built environment of Cirencester, with tight turns and narrow streets, presents further issues for bus operators and also pedestrians and cyclists.

- 13.8 The public transport service is disjointed. Because of the limited space in the town centre, long distance coach services do not terminate in the same place as local bus services and there is no direct link with taxi services. This has led to a number of suggestions for the creation of a public transport interchange that serves the town as a whole. However, space is at a premium in the town centre, with few possible development sites. The only sites considered to be appropriate to accommodate a transport interchange are the town's existing car parks such as the Forum or Old Station car parks. Development of these sites would reduce existing parking capacity which would mean additional car parking capacity would need to be provided elsewhere in the town centre and so would not resolve the existing town centre parking issues.
- 13.9 It is likely that improvements to public transport will be sought alongside increased car park capacity as part of the wider transport strategy.

### **Park and Ride**

- 13.10 Park and Ride is often cited by users as a cheap, convenient and easy alternative to driving into town and city centres, making it possible for at least part of the trip to be made by car. This makes it a particularly attractive option where public transport opportunities are limited, such as in Cirencester. There are also the additional benefits of helping to reduce town centre congestion whilst increasing overall parking capacity where space is at a premium. These all help in maintaining the economic potential of the town centre, by increasing accessibility to the town centre for car users.
- 13.11 However, the difficulties of establishing financially viable Park and Ride schemes are well documented. Even in large towns and cities, schemes require a high level of financial subsidy from the Local Highway Authority for many years before becoming self-funding and many never achieve self-funding. This is because for a Park and Ride scheme to be attractive to the user, the following elements need to be addressed:
- Car parks should be located close to the strategic highway network, outside congested areas, fit with surrounding land uses and be well sign posted and promoted;
  - The 'ride' element has to be frequent (no less than every 15 minutes)
  - The journey time should be competitive with the car and ideally no more than 15-20 minutes in duration; and
  - Overall parking and travel charges should be competitive with town and city centre parking charges.
- 13.12 It is the view of Gloucestershire County Council Public Transport Unit that Cirencester is too small to justify and sustain a dedicated Park and Ride operation. The existing free bus travel for senior citizens also undermines the business case for Park and Ride.

## 14.0 Conclusions

- 14.1 The initial desk study and site visit analysis undertaken for each of the car park sites, demonstrate a significant number of constraints and there is no car park site where these do not feature to some extent.
- 14.2 Further consideration of these constraints is required and how they affect the development potential for each of the car parks to be taken forward to Stage 2. This will help to establish whether these can be overcome or mitigated by design or through additional measures.
- 14.3 A matrix is provided in Table 14 below, which outlines the key attributes and key constraints to increasing car park capacity for each car park site, and has been used to determine the following prioritised list:
1. The Waterloo
  2. The Forum
  3. Brewery
  4. Abbey Grounds
  5. Beeches Road
  6. Sheep Street
  7. Old Station
  8. Leisure Centre.
- 14.4 It is recommended that further assessment of The Waterloo, The Forum, Brewery and Abbey Grounds Car Parks are undertaken as part of Stage 2 of this Feasibility Study, with the potential for further investigation of Beeches Road.

### **Next Steps**

- 14.5 Detailed feasibility studies, surveys and pre-application planning advice will be undertaken for those car parks deemed to have the greatest potential for increased capacity.
- 14.6 Discussions will be required with the Highways Authority, Local Planning Authority, Gloucestershire County Council's Historic Environment Team, Cotswold District Council's Conservation Team and Historic England, to determine the scope of any additional surveys and assessments that would be required to progress proposals.
- 14.7 A strategy also will be produced for relocating displaced vehicles during the construction of additional car park capacity. This may be in the form of a temporary park and ride facility, although other options would be explored as part of the Stage 2 Feasibility Study.

Table 14: Car Park Matrix

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Brewery Car Park	<p>Popular car park with occupancy ranging from 90%-100% during the week and at weekends.</p> <p>Large car park with excellent accessibility to local facilities and amenities.</p> <p>Good surrounding pedestrian infrastructure with some opportunities for onward sustainable travel.</p> <p>Opportunity to extend surface parking into the Bowling Club site, subject to its relocation.</p> <p>Size and shape of the site is conducive for additional capacity in the form of decking, subject to further investigation and consideration of constraints.</p>	<p>Partially within Scheduled Monument.</p> <p>In the Cirencester Town Centre Conservation Area.</p> <p>Numerous trees in the site and along the southern and western boundaries, afforded protection as part of the Conservation Area designation.</p> <p>Planning approval (13/01534/FUL) restricts car park development in the north of the site and reduces car parking spaces by 19.</p> <p>Close proximity of residential properties along the southern boundary of the site.</p> <p>Delivery access to Brewery Court needs to be maintained.</p>	<p>The site has potential for extending surface car parking and/or the inclusion of decking in the southern section of the car park.</p> <p>Further investigation into the site's potential is recommended.</p>	3

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Old Station Car Park	<p>Easily accessible by road from the A429 and located within walking distance of a range of local services and facilities.</p> <p>Good surrounding pedestrian infrastructure, although some upgrades to pedestrian access would be of benefit.</p> <p>Provides excellent opportunities for onward sustainable travel.</p> <p>A popular car park, that is often at 100% capacity by 10:00hrs, with lower occupancy levels at weekends.</p> <p>Allocated under Policy CIR.3 - Sheep Street 'Island' in the Cotswold District Local Plan 2001-2011 for mixed use development, including a decked car park.</p>	<p>Site is known to contain Roman deposits with may include Roman extra mural cemetery extending from the west.</p> <p>In Cirencester Town Centre Conservation Area</p> <p>Site within Historic Landfill and may contain contaminated land.</p> <p>Site contains the Grade II Listed Old Railway Building that needs to be retained, restricting the site and presenting design constraints.</p> <p>Available site area is not conducive to decking or car park redesign, with any gains in provision likely to be minor.</p>	<p>Due to the physical restrictions on the site, as a result of the Listed Building, once ramps and circulation space has been calculated, the gains in car parking provision are unlikely to justify the construction costs.</p>	7

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Sheep Street Car Park	<p>Centrally located with good accessibility to a range of services and facilities and some opportunities for onward sustainable travel.</p> <p>Good surrounding pedestrian infrastructure, although some upgrades to pedestrian access potentially required.</p> <p>High level of demand for spaces during the working week (less so at weekends).</p>	<p>Allocated under Policy CIR.4 - Memorial Hospital in the Cotswold District Local Plan 2001-2011 for car parking until such time that car parking provision is made elsewhere</p> <p>Policy also requires the retention of the front section of the building and air raid shelter until a suitable redevelopment comes forward. As car parking is not envisaged long term, consent may not be granted for their demolition.</p> <p>Partially within Scheduled Monument.</p> <p>In the Cirencester Town Centre Conservation Area.</p>	<p>Car parking is not the long term land use proposed for this site. Consent to demolish the air raid shelter and front section of the Memorial Hospital to allow car parking may therefore be difficult to secure unless a robust business case can be provided. Without their demolition the site could not accommodate the required infrastructure and circulation space required for a decked car park.</p>	6

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Abbey Grounds Car Park	<p>On the outskirts of the town centre, access to services and facilities are limited. Despite this, it is often running close to capacity during the working week.</p> <p>There is good surrounding pedestrian infrastructure, although some upgrades to pedestrian access are required.</p> <p>Opportunity to extend surface parking into the area north of the main car park (subject to constraints posed by protected trees).</p> <p>Size and shape of the site is conducive for additional capacity in the form of decking, subject to further investigation and consideration of constraints.</p>	<p>Site within Scheduled Monument and the Cirencester Town Centre Conservation Area.</p> <p>Numerous trees within the site and along the southern and western boundaries covered by a group tree Preservation Order (TPO18)</p> <p>A number of Grade II Listed Buildings adjacent to the site.</p> <p>Small section of land to the north of the laid out car park is within Flood Zone 3 (see Drawing 3) which is considered to have a 1 in 100 or greater annual probability of river flooding.</p> <p>Close proximity of residential properties and just one access route taking traffic through a residential area, make any proposals to increase capacity a sensitive issue.</p>	<p>One of the more distant car parks from the town centre services and facilities, the size and shape of the site and the availability of surrounding land make expansion of this car park a possibility. However, close proximity of residential properties and access route through a residential area comprise sensitivities. The Group TPO could be quite problematic.</p>	4

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Leisure Centre Car Park	<p>One of the less popular car parks, with the majority of car park use associated with the Leisure Centre.</p> <p>The site has good surrounding pedestrian infrastructure and good pedestrian permeability.</p>	<p>The car park is for use by patrons and staff of the Leisure Centre.</p> <p>Located some distance from town centre services and facilities.</p> <p>The size and shape of the site does not lend itself to decking once ramps and circulation space have been taken into consideration.</p>	<p>The site is not conducive to decking and there is little opportunity for increasing surface car parking capacity at this site.</p>	8
The Forum Car Park	<p>A relatively central car park that is often running at 100% capacity.</p> <p>It proves good pedestrian permeability and accessibility to all town centre services and facilities.</p> <p>Site provides opportunities for onward sustainable travel and the layout is conducive for additional level(s) of decked parking, subject to further investigation of constraints.</p>	<p>Site is allocated in the emerging planning (development Strategy and Site Allocations 2015) under Policy CIR_E10, which seeks a retail-led mixed use scheme for the site. This would result in a significant loss in town centre parking.</p> <p>Site within Scheduled Monument and the Cirencester Town Centre Conservation Area.</p>	<p>Car parking does not form part of the long term aspirations for the site (as depicted in emerging policy).</p> <p>The size and shape of the site lends itself to decking and with relatively few environmental constraints (with the exception of Scheduled Monuments and Conservation Areas, which apply to many of the car parks), further consideration of the site is recommended.</p>	2

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
<p>The Waterloo Car Park</p>	<p>The car park site is allocated in the Local Plan 2001-2011 and the emerging Development Strategy and Site Allocations 2015 for a decked car park</p> <p>The site is close to the town centre and accessible from A429 and A417, without the need to route traffic through the town centre.</p> <p>The car park is well used and often running at 80%-100% capacity, with a range of services and facilities within easy reach.</p>	<p>Located within Scheduled Monument, with archaeological assessment demonstrating the presence of Roman deposits</p> <p>Site is within Flood Zone 2</p> <p>To accord with Local Planning Policy and proposals for a decked car park, would need to include a landscaped public access to the river and a shopmobility facility.</p> <p>Close to residential properties which back onto the site to the north.</p>	<p>The greatest constraint to increasing capacity on site is the known presence of Roman deposits, which could greatly constrain the design and construction of future development on the site.</p>	<p>1</p>

Car Park	Key Attributes	Key Constraints	Conclusions	Priority Listing
Beeches Road Car Park	A well-used facility typically at 80%-100% capacity (could be reflective of the 'Long Stay' nature of the car park).	<p>Relatively remote car park, with few services and facilities within the immediate vicinity.</p> <p>Site within the Scheduled Monument and Cirencester South Conservation Area.</p> <p>Large number of protected trees along western boundary.</p> <p>Predominantly within a residential area.</p> <p>Southern half of the car park is within Flood Zone 3 (see Drawing 3) which is considered to have a 1 in 100 or greater annual probability of river flooding.</p>	This site has a large number of environmental constraints and the elongated shape may not be conducive to being decked.	5

## **APPENDIX A: Individual Site Constraints Plans**

## **APPENDIX B: Individual Site Key Amenities Plans**

## **DRAWINGS**

- Drawing 1 - Site Locations Overview Plan G5704.001**
- Drawing 2 - Car Park Locations with High Level Constraints G5704.006**
- Drawing 3 - Site Locations Flood Mapping G5704.003**
- Drawing 4 - Public Transport Accessibility TPMA1486-009**



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**HEAD OFFICE**

Genesis Centre,  
Birchwood Science Park,  
Warrington  
WA3 7BH

Tel: 01925 844004  
E-mail: [tep@tep.uk.com](mailto:tep@tep.uk.com)

**MARKET  
HARBOROUGH**

Harborough Innovation  
Centre,  
Airfield Business Park,  
Leicester Road,  
Market Harborough  
Leicestershire  
LE16 7WB

Tel: 01858 383120  
E-mail: [mh@tep.uk.com](mailto:mh@tep.uk.com)

**GATESHEAD**

Office 26, Gateshead  
International Business  
Centre,  
Mulgrave Terrace,  
Gateshead  
NE8 1AN

Tel: 0191 605 3340  
E-mail: [gateshead@tep.uk.com](mailto:gateshead@tep.uk.com)

**LONDON**

8 Trinity Street,  
London,  
SE1 1DB

Tel: 020 3096 6050  
E-mail: [london@tep.uk.com](mailto:london@tep.uk.com)

**CORNWALL**

4 Park Noweth,  
Churchtown,  
Cury,  
Helston  
Cornwall  
TR12 7BW

Tel: 01326 240081  
E-mail: [cornwall@tep.uk.com](mailto:cornwall@tep.uk.com)

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