



Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET – 2 DECEMBER 2019
Report Number	AGENDA ITEM 12
Subject	ADDITIONAL FUNDS FOR THE CONSTRUCTION PHASE OF THE RUGBY CLUB CAR PARK
Wards affected	ALL
Accountable member	Cllr Mark Harris Cabinet Member for Car Parks and Town & Parish Councils Email: mark.harris@cotswold.gov.uk
Accountable officer	Claire Locke Group Manager – Commissioning Tel: 01285 623427 Email: Claire.Locke@publicagroup.uk
Summary/Purpose	To seek additional funding to the £320,000 previously allocated for the 'minimal development of the site'.
Annexes	Annex A – Landscape Design Statement Annex B – Detailed Planting Plan Annex C – Cost Plan
Recommendation/s	a) <i>That Cabinet recommends that Council approves an additional sum of £192,200 to be included in the Capital Programme 2020/21 to meet the construction cost of the Rugby Club car park;</i> b) <i>That the funds be allocated from the Waterloo car park project within the Capital Programme.</i>
Corporate priorities	<i>Respond to the challenges presented by the climate change emergency – this project is proactive and responsive to the needs of our residents and businesses and includes green technologies</i>
Key Decision	NO
Exempt	NO
Consultees/ Consultation	Consultation for the proposed scheme included public meetings with Local Residents and the Rugby Club.

1. BACKGROUND

- 1.1.** In October 2017, Council agreed to allocate a sum of £320,000 (£120,000 from Car Park Improvements fund and £200,000 from Capital Programme) to the Cirencester Rugby Club car park project. This was for the provision of decant parking during the construction phase of the proposed Waterloo multi-storey car park and for longer term permit-holder parking.
- 1.2.** The estimated construction costs of £320,000 were based upon 'minimal development', including ground levelling, gravel surfacing, lighting and signage.
- 1.3.** An Agreement for Lease was entered into with the Rugby Club in April; the full lease being conditional on planning permission being secured and car park construction being completed.
- 1.4.** In October 2019, planning permission was granted for the creation of a car park comprising 158 spaces, including 4 Electric Vehicle Charging Points, 3 disabled spaces and 5 motorcycle spaces for a temporary period of 10 years.

2. MAIN POINTS

- 2.1.** The Rugby Club car park project was originally costed based on a 'minimal development', as considered appropriate for a temporary car parking arrangement. However, a number of factors determined that this is no longer an appropriate approach to take, as set out below.
 - 2.1.1.** In October 2018, formal pre-application advice was sought, comprising input from Planning, Landscape, Bio-diversity, Environmental Health, County Archaeology and County Highways, impacting on the nature and quality of the car park design. Specifically 'Heritage impact' was identified as a primary consideration, as the site is located within a Special Landscape Area. As such the Landscape Officer recommended that the car park design be 'landscape led'. This has resulted in a Landscape Design Statement, which sets out design rationale and materials used in relation to surfacing, lighting and planting. (See Annex A 'Landscape Design Statement' and Annex B 'Detailed Planting Plan').
 - 2.1.2.** Planning permission was granted subject to 21 conditions, some of which will lead to additional cost e.g. further widening of the entrance to the car park; development of a Landscape and Ecology Management Plan; Archaeological watching brief etc.
 - 2.1.3.** In addition, cable ducting is to be included to enable the provision of CCTV cameras, should such security measures be required, in addition to Electric Vehicle Charging Point provision in response to the Council's Climate Change agenda.
- 2.2.** Lessons learned from previous construction projects point to a requirement to build-in a level of 'risk' contingency to costs. These costs will only be incurred if there are additional technical requirements or unforeseen issues arise during construction, which require additional expenditure. If contingency sums are not included the construction may have to halt whilst a formal decision is sought to allocate more funding. This will inevitably lead to additional contractor costs for preliminaries e.g. the hire of site facilities, fencing etc. whilst work is paused.

3. FINANCIAL IMPLICATIONS

- 3.1. Pick Everard were engaged to provide on-going quantity surveyor services for this project. Their cost plan (See Annex C 'Cost Plan') sets out the updated costings, taking into consideration all of the additional design requirements as highlighted in the 'Main Points' section of this report. These costs relate to construction only; design and other professional services fees have been met from existing Car Park project revenue budgets.
- 3.2. A risk sum has been included within the cost plan. This is to provide a buffer against any unanticipated costs that might emerge as a result of the current technical design phase and the construction phase. This totals £95,600 (See Annex C 'Cost Plan').
- 3.3. As part of the cost plan preparation, Pick Everard were asked to carry out a value engineering exercise to establish where savings might be made; this includes the re-use of topsoil on the site, replacing semi-mature tree planting with light standard tree planting etc. This may result in a potential total saving of £58,200 in construction costs but as these savings cannot be guaranteed, this is entered as a 'below the line' item in the cost plan and is included in the additional funding sum requested (See Annex C 'Cost Plan').
- 3.4. Since preparing the Cost Plan (Annex C), Pick Everard has advised of an additional cost item that has come to light. Scottish & Southern Electricity (SSE) advise that the electrical connection point to the car park is significantly further away from the site than had been assumed in the cost plan. This will cost an extra £26,200 to carry out the additional works required.
- 3.5. The updated financial summary is as follows:

Item	Cost
Updated cost plan (including SSE item of £26,200)	£522,200
Less - 'Minimal Development' estimate	£320,000
Funding shortfall	£202,200
Less - EVCP Cost Provision (funded via EVCP fund)	£10,000
Additional Funding Required	£192,200

4. LEGAL IMPLICATIONS

- 4.1. The Council has no statutory obligation to provide car parking or to have a Parking Strategy. However, a Parking Strategy provides a framework for the effective delivery of parking and parking management. The Council is delivering additional parking capacity in response to the needs of all motorists but the Rugby Club development will specifically address the needs of businesses and workers who drive in to the town and need to park all day.

5. RISK ASSESSMENT

- 5.1.** Failure to deliver decant parking at this site during the construction phase of the Waterloo car park development would cause considerable parking problems when the existing 233 spaces at the site are no longer available. This would result in reputational damage for the Council and may impact on businesses within the town.
- 5.2.** The search for alternative decant parking at this stage of progress with the Waterloo project may cause considerable delay to the submission of the planning application, as lack of decant parking may impact on the planning decision.
- 5.3.** It is unlikely that an equivalent number of parking spaces could be identified and delivered at similar cost.
- 5.4.** The reduction in the capital sum available for the Waterloo multi-storey car park may result in a need to borrow more for the construction phase of that project, or a reduction in the specification. This may be offset, however, due to the greater scope for value engineering (design modification) in such a project. Additionally, if any of the contingency sum of £95,600 is not required for the Rugby Club car parks works, this will be available to fund the Waterloo construction costs.. If the Council needs increased borrowing to fund the construction of the Waterloo car park this will have implications on the revenue budget as the Council will need to set aside revenue funding to provide for the repayment of the additional borrowing and the cost of higher interest. This has not been included in the budget or MTFS to be considered by Cabinet elsewhere on this agenda.

6. EQUALITIES IMPACT (IF REQUIRED)

Not required.

7. CLIMATE CHANGE IMPLICATIONS (IF REQUIRED)

The Rugby Club car park will include Electric vehicle charging points and will provide sufficient spaces for all the permit holders which will be allocated space there. This will reduce the need for motorists to drive around car parks looking for a space, thereby reducing emissions.

8. ALTERNATIVE OPTIONS

- 8.1.** A range of sites were considered for Park and Stride parking but this site was the only location deemed viable at the time.

9. BACKGROUND PAPERS

- 9.1.** The original documentation relating to this project is exempt on the grounds that it involved likely disclosure of exempt information as defined in paragraph (3) of Part I of Schedule 12A to the said Act (Information relating to financial or business affairs) and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information concerned.

(END)