

DEPOT ROAD & UPPER HIGH STREET PROJECT: **RESIDENTS ASSOCIATIONS**
 Note at Meeting Thursday 11 January 2007

Neil Dallen	Chairman of Town Ward RA	Anthony Evans	E+E planning
Bill Wood	Secretary	Tony Michael	"
Colin Bird	Chairman of College Ward RA		F
Gill Heym	Secretary		

- Purpose of meeting was to record the views of the RA's towards the future of the study area in general, which needs to be taken into account in the production of the Depot Road and Upper High Street (DR/UHS) site appraisal study by the planning office;
- The role of the DR/UHS site in the wider town centre was also important;
- Public input was needed now, before the start of the appraisal project, which is to end in 3/07; notes of meetings would be made public, and there would be public Workshop meetings on 19th January;
- A site map of the principal ownerships was noted; there were significant underground services and other constraints across the area;

The main priorities were seen as;

- Importance of adequate **car parking** on the site; to serve both the need of the whole town centre, and for the residents and others in the general locality – kerbside parking locally in Pikes Hill area (& up to a kilometre around) is often difficult, with the increase in the yellow line restrictions; future car parking will have to cater not only for current residents, but also the residents in new developments (eg only 50% provision in Capital House), local business and visitors to the town, and those using the station; car park is often ¾ full and close to full on Saturdays and at the Christmas peak; open parking was liked rather than multi-storey, but multi storey was a possibility on the Depot Road part of the site, being lower down and not immediately overlooked;
- **Traffic** dominated the environment, and with more housing and development this could worsen; yellow lining removed kerbside parking, and made it easier for through traffic to affect area; the Quadrant intersection was a problem, with **poor pedestrian crossings**, much traffic going along UHS; the Iceland lorry deliveries were acceptable;
- Public transport issues were not critical; cycle use ditto; **pedestrian footpaths** and access is well used, and needed protection; essential to protect the **electricity depot** and the site constraints of its services; if the Fire Station were to redevelop, then opportunity should be taken to consider a **new link through to Church Street**;
- New residents were being brought into the town centre by the new developments and by changes of use, and they needed **community and other facilities, work places, and infrastructure** etc in the centre and locality;
- **Youth** facilities were needed, eg skateboard, active play, not grand facilities, mainly evening use; also facilities and social support for **elderly** noting that this is an ageing population, mainly daytime = same facility could provide for both in a **multi purpose** building? **Clinic and health** facilities perhaps, but noting the uncertainty around the Hospital future;
- **Housing**; although the hospital surplus sites have been delivering the required output in the past, further dwellings were needed and should the DR/UHS site aim to provide some of these?
- Regeneration of the UHS area was needed; **supermarket** similar to the Iceland or Waitrose should be the maximum (**say 2000sqm**) but no larger; not only the size, but the implications on deliveries, traffic attracted etc needed consideration;
- The **evening economy** in UHS could be expanded;
- The loss of the corner property on Depot Road/Church Street would be regretted.