



## ADDITIONAL / TO FOLLOW AGENDA ITEMS

This is a supplement to the original agenda and includes reports that are additional to the original agenda or which were marked 'to follow'.

### NOTTINGHAM CITY COUNCIL PLANNING COMMITTEE

**Date:** Wednesday, 21 June 2017

**Time:** 2.30 pm

**Place:** Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG

**Governance Officer:** Catherine Ziane-Pryor **Direct Dial:** 0115 8764298

### AGENDA

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DEVELOPMENT BRIEF

# Broadmarsh Car Park and Bus Station Nottingham

DRAFT



June 2017

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## 1. PURPOSE AND STATUS OF THE DOCUMENT

- 1.1. This Development Brief document has been prepared to guide development proposals for the Broadmarsh car park and bus station site (see Plan 1) located south of the City Centre. The document sets out a vision for the area, identifies constraints and opportunities and provides guidance on the type, form and phasing of development expected on the site.

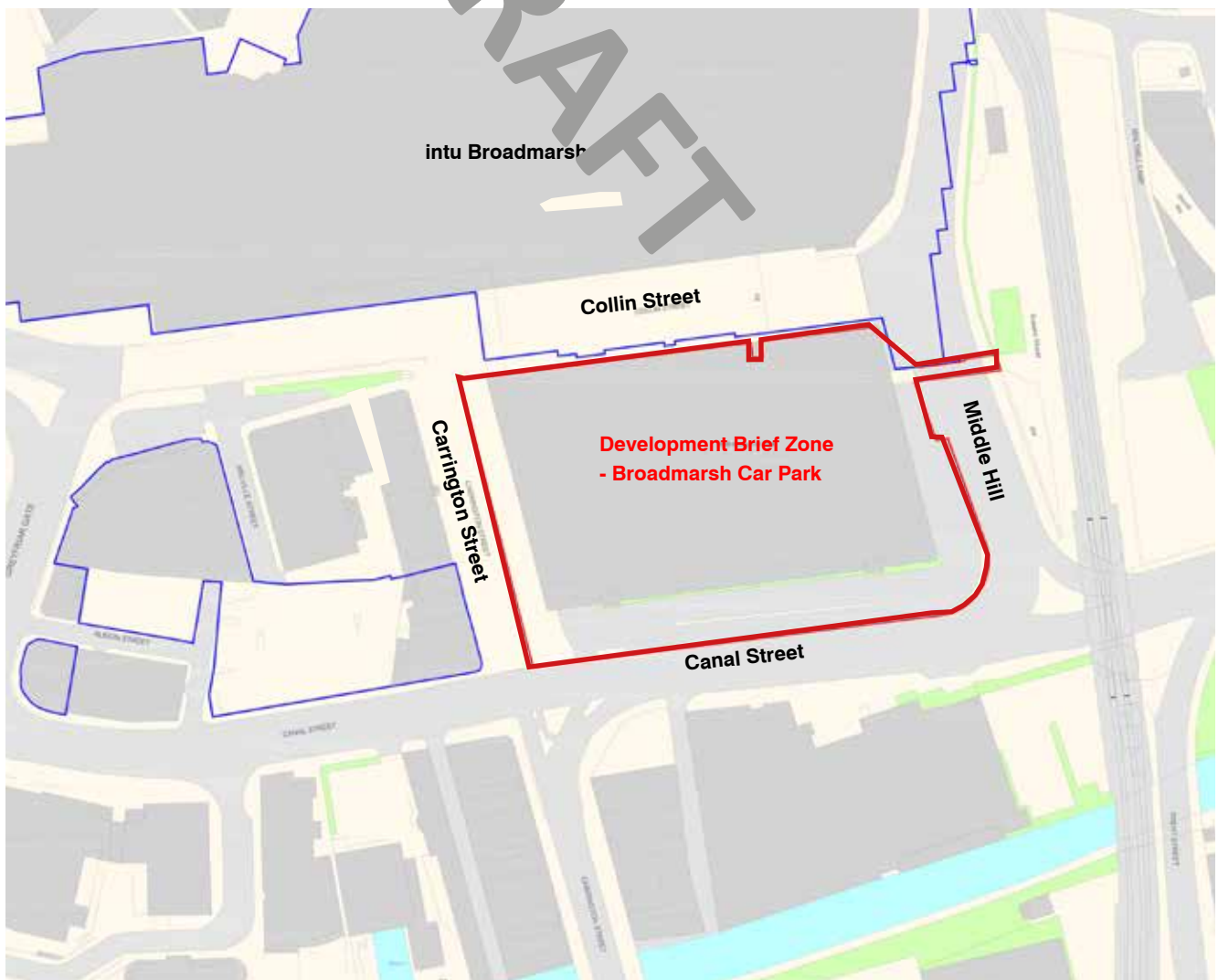
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## 2. INTRODUCTION, VISION AND KEY OUTCOMES

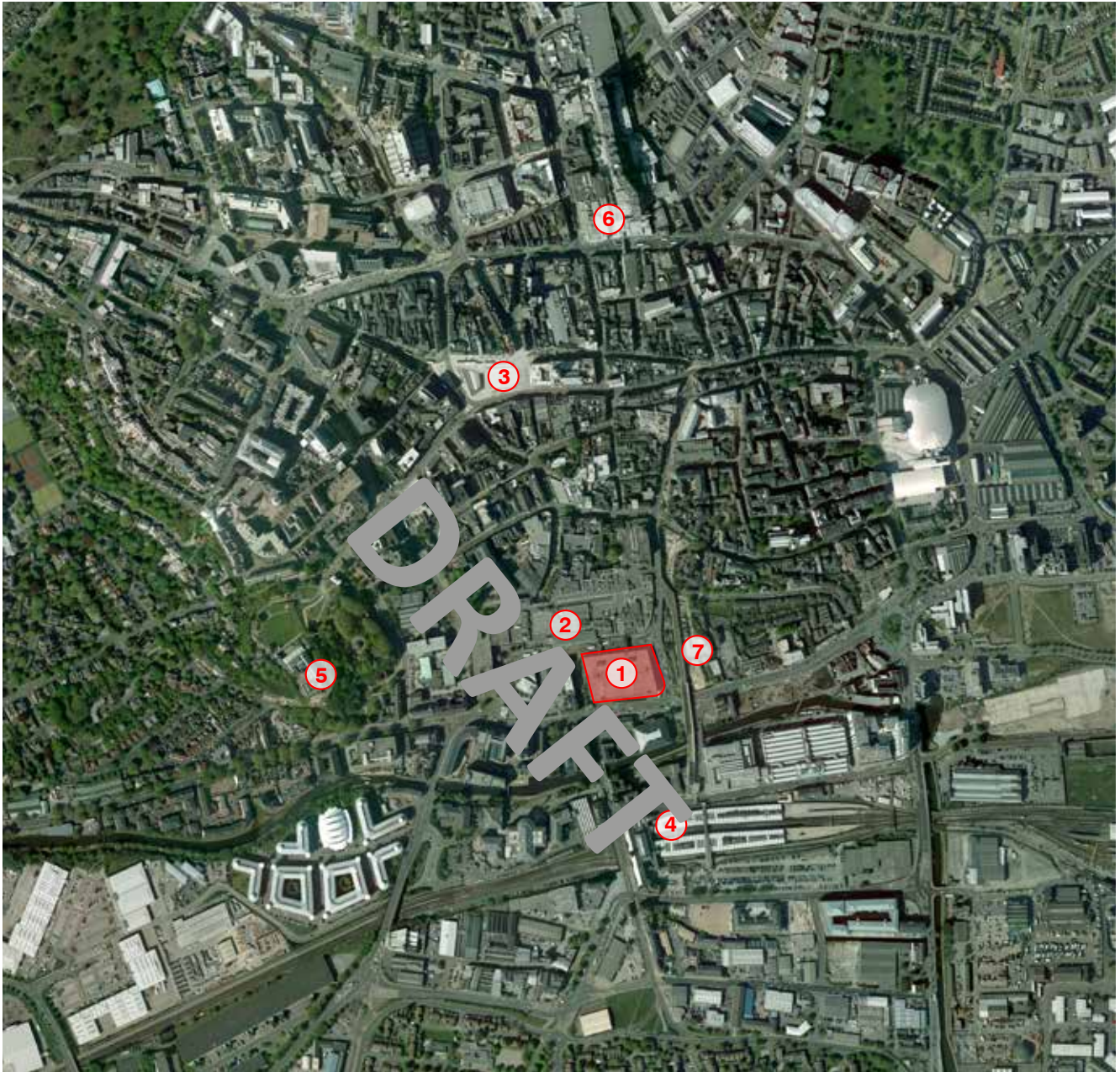
### a) Introduction

- 2.1. Located South of Nottingham City Centre, the Broadmarsh car park and bus station site covers an area of approximately 0.91 hectares. The site sits at a key junction in the city, adjacent to intu Broadmarsh and on the main pedestrian route between the city centre and the railway station.
- 2.2. The site as existing contains an existing bus station including back of house facilities for the three major transport providers (Nottingham City Transport, Trent Barton & National Express); a small amount of commercial retail space within the bus concourse; ancillary support facilities such as city bicycle repair space and cycle hub (cycle parking, lockers, showers etc); and public car parking at the upper levels.
- 2.3. At present the car park and bus station are of poor architectural quality, and are in an increasing state of disrepair. The redevelopment of the Broadmarsh carpark and bus station site is key to Nottingham's regeneration ambitions.
- 2.4. The section below sets out the vision for the site which underpins the guidance for future development of the Broadmarsh car park and bus station site. The vision is in line with the Local Plan Part 1 (Core Strategy), 'saved' policies of the Local Plan 2005, and the emerging Local Plan Part 2.

### Plan 1 - Site Location Plan



## Plan 2 - Site Context



The Development Brief site is the Broadmarsh car park and bus station which is located to the south of Nottingham city centre. The site sits at a key junction in the city, adjacent to intu Broadmarsh on the main pedestrian route between the city centre and the railway station.

For orientation the key buildings are labelled on the above aerial view of the city:

1. Broadmarsh Car Park
2. intu Broadmarsh
3. Market Square
4. Railway Station
5. Nottingham Castle
6. intu Victoria Centre
7. Nottingham City Hub

## **b) Realising the Potential**

- 2.5. The Broadmarsh car park and bus station site has for too long stood as a decaying barrier between Nottingham Station and the City Centre, holding back Nottingham's aspirations to regenerate a new gateway into the Centre.
- 2.6. With consent now gained to demolish the existing car park and bus station, and increasing momentum of the road network restructuring and development of surrounding sites, including the Broadmarsh shopping centre, the time has arrived for the site to realise its full potential.
- 2.7. The Broad Marsh redevelopment and extension will be the most significant development scheme in the City over the Plan period. A high quality development will be essential to ensure its successful contribution to the skyline, townscape and streetscape of this key location.' (Local Plan 2005)

## **c) Vision**

- 2.8. The vision for the site is to demolish the existing structure and to redevelop the site to create a new bus station and multi- storey public car park, including back-of-house facilities for the transport providers, new commercial spaces around the perimeter, and potential for residential accommodation on the upper levels.
- 2.9. The new commercial spaces will bring much needed activation to Collin Street, Carrington Street and Canal Street where possible, creating a much improved pedestrian connection between Nottingham Station and Nottingham City Centre.
- 2.10. A safer, modern layout bus station will replace the existing bus station, encouraging a further reduction of car use in the City Centre, and greatly reducing the likelihood of pedestrian/ bus conflict.
- 2.11. There is the aspiration to provide residential accommodation where commercially viable on the upper levels, bringing activation to the street as well as helping to meet the growing demand for housing in the City Centre.
- 2.12. There is an aspiration for the proposals to demonstrate a high level of sustainability, making use of renewable energy sources and sustainable construction.
- 2.13. All proposals will be considered in the context of the proposed wider highways network improvements.



### **3. NATIONAL AND LOCAL POLICY AND PLANNING CONTEXT**

#### **National Planning Policy Framework**

- 3.1. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England, providing a framework within which councils are able to produce their own distinctive local plans, which reflect the needs and priorities of their communities.
- 3.2. Of particular relevance to the Broadmarsh Site are chapters 2,4, 6 and 7
- Chapter 2: Ensuring the vitality of town centres.
  - Chapter 4: Promoting sustainable transport
  - Chapter 6: Delivering a wide choice of quality homes
  - Chapter 7: Requiring good design

#### **Fixing the Foundations**

- 3.3. Government is committed to the acceleration of housing delivery and measures to support economic growth. In its 'Fixing the Foundations' report (July 2015), the Government confirmed its continued commitment to raising productivity with a focus on economic capital, infrastructure, skills and knowledge and measures to increase house building. The report identifies areas around commuter transport hubs as having significant potential for new homes.

#### **Local Policy Context**

- 3.4. In Nottingham, the Local Plan comprises the Nottingham City Aligned Core Strategy (Part 1 Local Plan), and the 'saved' Local Plan 2005 policies.

#### **Local Plan Part 1 - Nottingham Aligned Core Strategy (Adopted September 2014)**

- 3.5. The Nottingham City Aligned Core Strategy includes a suite of strategic policies to deliver sustainable development in the City to 2028. The Core Strategy very clearly follows a strategy of urban concentration and regeneration to maximise development on the most accessible and less environmentally harmful sites. The most sustainable growth is within the City Centre.
- 3.6. Whilst the Core Strategy policies are cross cutting and will apply to this site in varying degrees, the following policies are directly relevant to the Broadmarsh site:
- Policy 1: Climate Change
  - Policy 5: Nottingham City Centre
  - Policy 8: Housing Size, Mix and Choice
  - Policy 10: Design and Enhancing Local Identity
- 3.7. Policy 5 is particularly relevant to this site by:
- recognising the importance of promoting and strengthening current north-south shopping patterns;
  - promoting replacement of City Centre bus stations and improving other bus interchange facilities;
  - promoting attractiveness of the City Centre to pedestrians, cyclist and public transport users; and
  - supporting City Centre living initiatives.

## Saved Nottingham Local Plan - 2005

3.8. The Nottingham Local Plan is partly replaced by the Core Strategy. However, the following relevant policies are 'saved' until replaced by the emerging Local Plan Part 2 (adoption expected 2018).

### Strategy

- Policy ST1: Sustainable Communities

### Housing

- Policy H2: Density

### Shopping and Town Centres

- Policy S2: New Retail Development in the City Centre - Broad Marsh

### Built Environment

- Policy BE6: Creation of New Pedestrian Routes in the City Centre
- Policy BE12: Development in Conservation Areas
- Policy BE21: Shop fronts

### Transport

- Policy T9: Public Transport Interchanges
- Policy T10.5: City Centre Southern Relief Route
- Policy T15: City Centre Car Parking
- Policy T14.2: Traffic Management - Broad Marsh

3.9. Of particular interest is Policy S2 which relates to development zone S2 shown on the Saved Local Plan Proposals Map. The policy states that *'Planning permission will be granted for a major retail development and extension to the Broad Marsh Centre, as shown on the Proposals Map, to accommodate shopping, leisure and associated uses of regional significance together with a transport interchange and car parking'* According to this policy the key aims for the site are to:

- *'Provide attractive space for retail expansion to meet current and anticipated demand';*
- *'Strengthen the range and quality of the retail 'offer' to expand Nottingham's regional role';*
- *'Enable the effective integration of the expanding Southside of the City Centre with the central core by establishing attractive and legible pedestrian routes. This will require the closure of Collin Street';*
- *'Provide a fitting entrance to the City from the Midland Station and other key gateways to the City'; and*
- *'Maximise the benefits of public transport infrastructure including the NET, planned improvements to the Midland Station, bus infrastructure and park and ride, all of which focus on Broad Marsh.'*

3.10. Also of particular interest is Policy T14.2 which outlines the proposals for the restructuring of the road network surrounding the development site to give greater priority to buses, pedestrians and cyclists.

3.11. Policy BE12 is also worth noting. Although the development brief site is not within a conservation area, it is bordered by the Nottingham Canal conservation area on its west side. This will mean that development of the site along Carrington Street will need to take into account how it affects the setting of the conservation area.

## Emerging Local Plan Part 2 - Land and Planning Policies Document (Publication Version November 2015)

3.12. The Local Plan Part 2 is currently under consultation and is likely to be adopted in 2018. Once adopted it will supercede all 'saved' policies of the local plan 2015. The following policies and designations are particularly relevant to the Development Brief area:

### Climate Change

- Policy CC1: Sustainable Design and Construction
- Policy CC2: Decentralised Energy and Heat Networks
- Policy CC3: Water

### Employment Provision and Economic Development

- Policy EE4: Local Employment and Training Opportunities

### Role of the City, Town, District and Local Centres

- Policy SH1: Major Retail and leisure Developments within the City Centre's Primary Shopping Area
- Policy SH2: Development within primary frontages. Both the Collin Street and Carrington street borders of the Development Brief site are classed as primary frontages.
- Policy SH3: Development within Secondary Frontages. Canal Street and Middle Hill borders of the Development Brief site are classed as secondary frontages.
- Policy SH6: Food and Drink Uses and High Occupancy Licensed Premises/ Entertainment Venues within the City Centre

### Regeneration

- Policy RE1: Facilitating Regeneration

### Housing Size, Mix and Choice

- Policy HO1: Housing Mix
- Policy HO3: Affordable Housing
- Policy HO4: Specialist and Adaptable Housing
- Policy HO5: Locations for Purpose Built Student Accommodation

### Design and Enhancing Local Identity

- Policy DE1: Building Design and Use
- Policy DE2: Context and Place Making
- Policy DE3: Design Principles for Development within the City Centre Primary Shopping Area
- Policy DE4: Creation and Improvement of Public open Spaces in the City Centre
- Policy DE5: Shopfronts

### Managing Travel Demand

- Policy TR1: Parking and Travel Planning
- Policy TR2: The Transport Network
- Policy TR3: Cycling

### Green Infrastructure, Parks and Open Space

- Policy EN2: Open Space in New Development

### Biodiversity

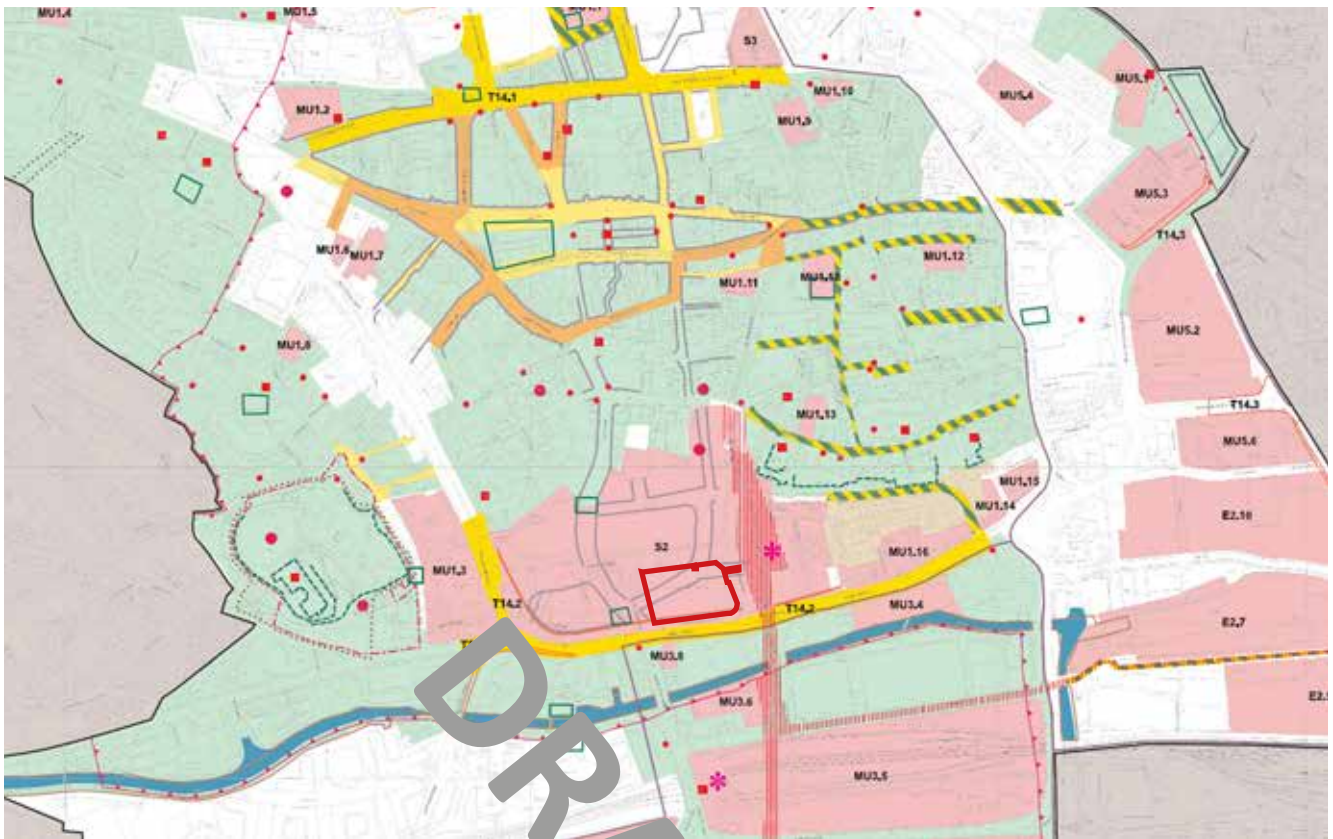
- Policy EN6: Biodiversity

### Introduction

- Policy IN4: Developer Contributions

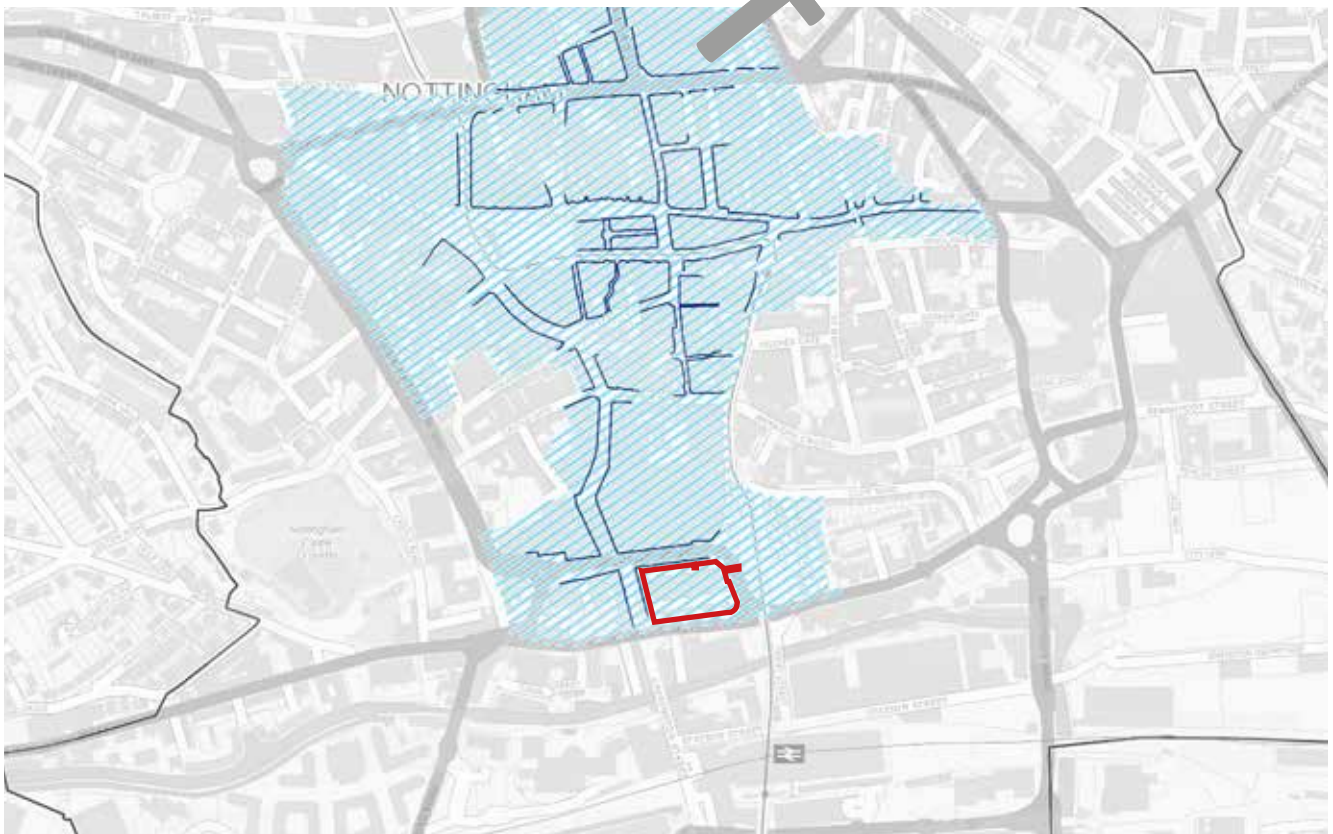
**Plan 3 - City Centre Proposal Map (Local Plan 2005)**

<http://www.nottinghaminsight.org.uk>



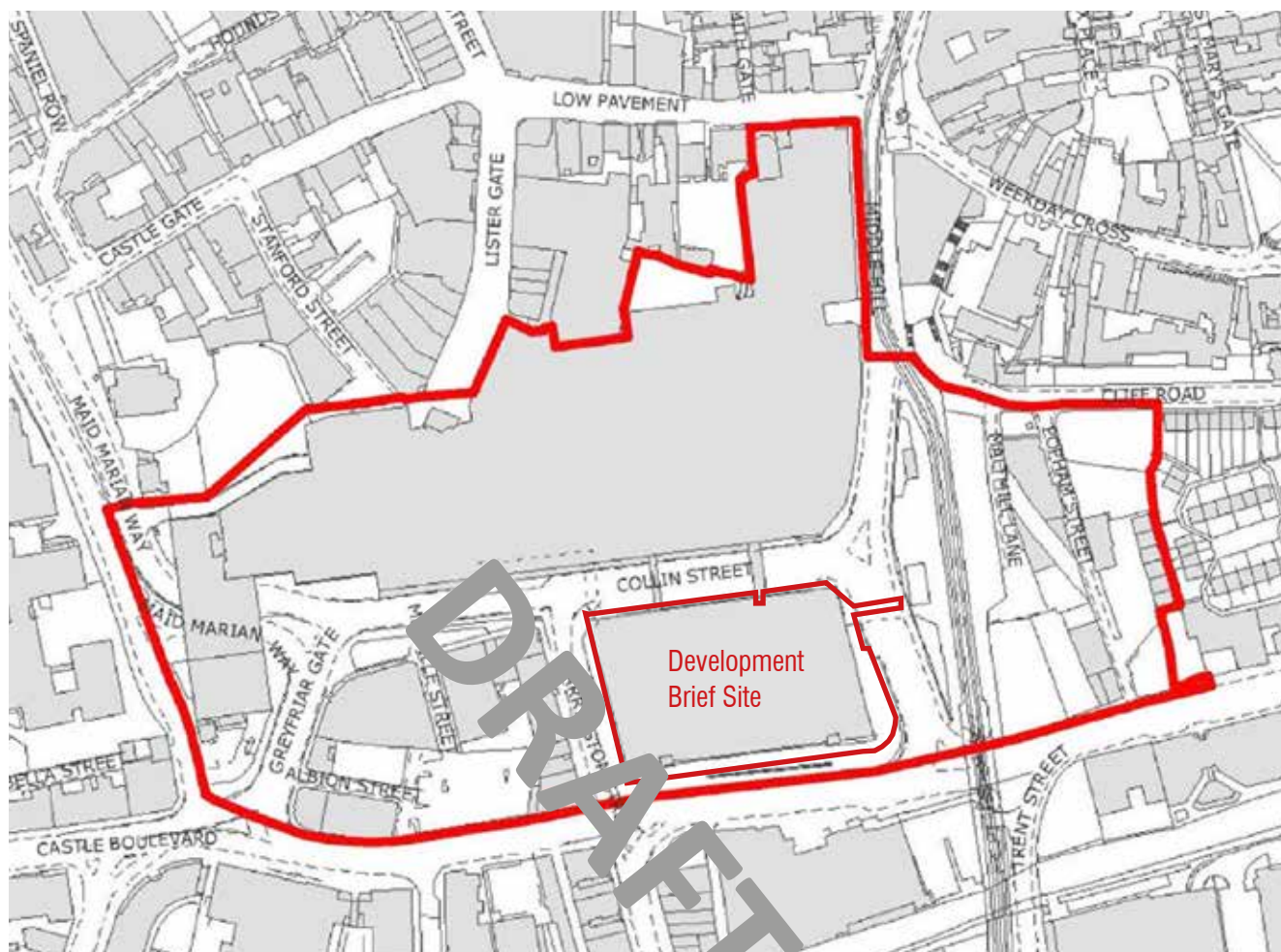
**Plan 4 - Primary Frontages and Primary Shopping Area Map (Online Policy Map Tool)**

<http://geoserver.nottinghamcity.gov.uk/localplan/>



## Plan 5 - Site PA67 Broadmarsh Centre (Local Plan Part 2)

<http://www.nottinghamcity.gov.uk>



### Site Allocation

- 3.13. The emerging Local Plan Part 2 proposes the Development Brief site to be part of site allocation 'PA67 - Broadmarsh Centre', as shown on the image above. A range of development principles are specified including improvements to physical appearance, connectivity and retail offer, increased active frontages, and improved north/south and east/west connectivity.

### Planning History

- 3.14. In February 2016 planning permission was granted for the refurbishment and redevelopment of Broadmarsh multi storey car park, including change of use and extensions to Carrington St and Collin St frontages to provide uses within A1- A5 (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) and ancillary public facilities; re-cladding of car park structure; reconfigure bus station layout and relocation of car park entrance to Middle Hill.
- 3.15. In March 2017 planning consent was sought for the demolition of the car park. A decision was reached that demolition could go ahead without the requirement for prior approval.
- 3.16. In March 2017 conditional consent was granted for the display of 3 digital media screens on the site.

## 4. SITE ANALYSIS

### a) Street Character - Carrington Street



01



02



Chamfered corner addressing junction

Curved building return



03

01. North west corner of Carrington Street and Collin Street.

02. West side of Carrington Street

03. View south looking down Carrington Street

- 4.1. Carrington Street is currently one way and is for buses and taxis only.
- 4.2. The west side of the street forms the eastern edge of the Nottingham Canal Conservation Area and is made up of a mixture of Victorian, Edwardian and Neoclassical architectural styles; where as the east side of the street is entirely occupied by the Broadmarsh car park.
- 4.3. The west side of the street generally has shopfronts at ground floor level, with smaller scale openings above which decrease in scale with the height of the building.
- 4.4. The buildings are constructed of a variety of materials - facing brickwork, stone, glazing and Mock Tudor style woodwork. The facades vary in detail with some incorporating a small level of ornamentation.
- 4.5. The car park on the east side of the street is 'Brutalist' structure made of insitu textured concrete with brick infill panels and has no elements that are of a comparative small scale to the opposite side of the street. With the exception of a single glazed opening forming the entrance to the bus station the ground floor is solid materials with no active frontages.

**Street Character - Collin Street**



01



02



*future proposals*

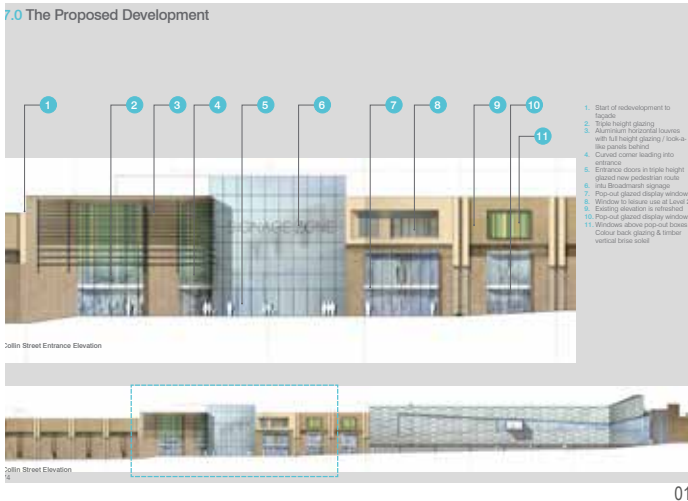


03

01. The view east looking from the NCP car park  
 02. The view looking west along Collin Street showing the bridge links between the Broadmarsh car park and intu Broadmarsh  
 03. A further view looking east showing the more historic buildings on the south side of Collin Street

- 4.6. The north side of Collin Street is taken up by the southern elevation of the intu Broadmarsh shopping centre. Currently it is a scaleless composition of brickwork and concrete. In the early 1980s a cosmetic upgrade was made by adding metal panelling and fabric canopies to try and address the lack of interest in the facades. This was largely unsuccessful.
- 4.7. A recent Detailed Planning Application has been approved by NCC for the redevelopment of intu Broadmarsh which will result in a radical overhaul of this facade. (See following page for details).
- 4.8. To the east of Carrington Street, the southern side of Collin Street is dominated by the Broadmarsh car park; whereas to the west of Carrington Street are a number of early twentieth century buildings mainly of facing brickwork reducing in scale to the west; where they step back from the street line.
- 4.9. Collin Street is currently a four lane one way road with both the vehicular entrance and exit to the Broadmarsh Car Park. There is a future aspiration from NCC to redirect the traffic as part of the Turning Point South project and pedestrianise Collin street.

## Street Character - Collin Street (Current Proposals)



01. Proposed elevation for Collin Street taken from intu Broadmarsh Design & Access Statement  
 02. Visualisation of new link through to Llistergate from Collin Street taken from intu Broadmarsh Design & Access Statement  
 03. Visualisation of new cinema entrance at junction of Collin Street and Middle Hill taken from intu Broadmarsh Design & Access Statement

## Proposed Street Character

- 4.10. The proposals for the redevelopment of intu Broadmarsh include the forming of a new route through the centre to connect Llistergate with Carrington Street and significant enhancements to the Collin Street elevation.
- 4.11. The detailed proposals are illustrated in the drawings and visuals to the right taken from the Design & Access Statement that accompanied the Detailed Planning Application for the scheme.
- 4.12. The new design proposals will significantly improve the streetscape along Collin Street.
- 4.13. The new cinema intu Broadmarsh has been designed with the entrance on the corner. The glazed elements increase in size as it turns the corner offering a clear view into the scheme.
- 4.14. The north-east corner of the design proposals need to relate to the design of the cinema corner.



**Street Character - Middle Hill**



01



02



03

01. View north at the junction of Middle Hill with Collin Street with the Nottingham Contemporary in the distance.  
 02. View looking west of the corner of the Broadmarsh car park  
 03. View south down Middle Hill towards Canal Street and the tram bridge

- 4.15. Middle Hill rises steeply northwards from Canal Street to its junction with Collin Street and beyond. The eastern side of the street has no definition - only bounded by a pavement and pedestrian guarding, with the dominating element of the concrete tram line bridge beyond. Proposals for the site beyond the tram line are currently being brought forward to create a new skills hub.
- 4.16. The west side of Middle Hill is defined by the east elevation of the Broadmarsh car park.
- 4.17. Currently Middle Hill is a four lane one way street (travel direction south). As part of the Turning Point South proposals Middle Hill will become two way and will provide limited access to intu Broadmarsh for servicing, bus access and to the Lace Market car park.
- 4.18. This reduction in traffic using Middle Hill will help to promote a significantly more pedestrian friendly environment linking the public realm, intu Broadmarsh, cinema and carpark with the new City Hub.

**Street Character - Canal Street**



01



02



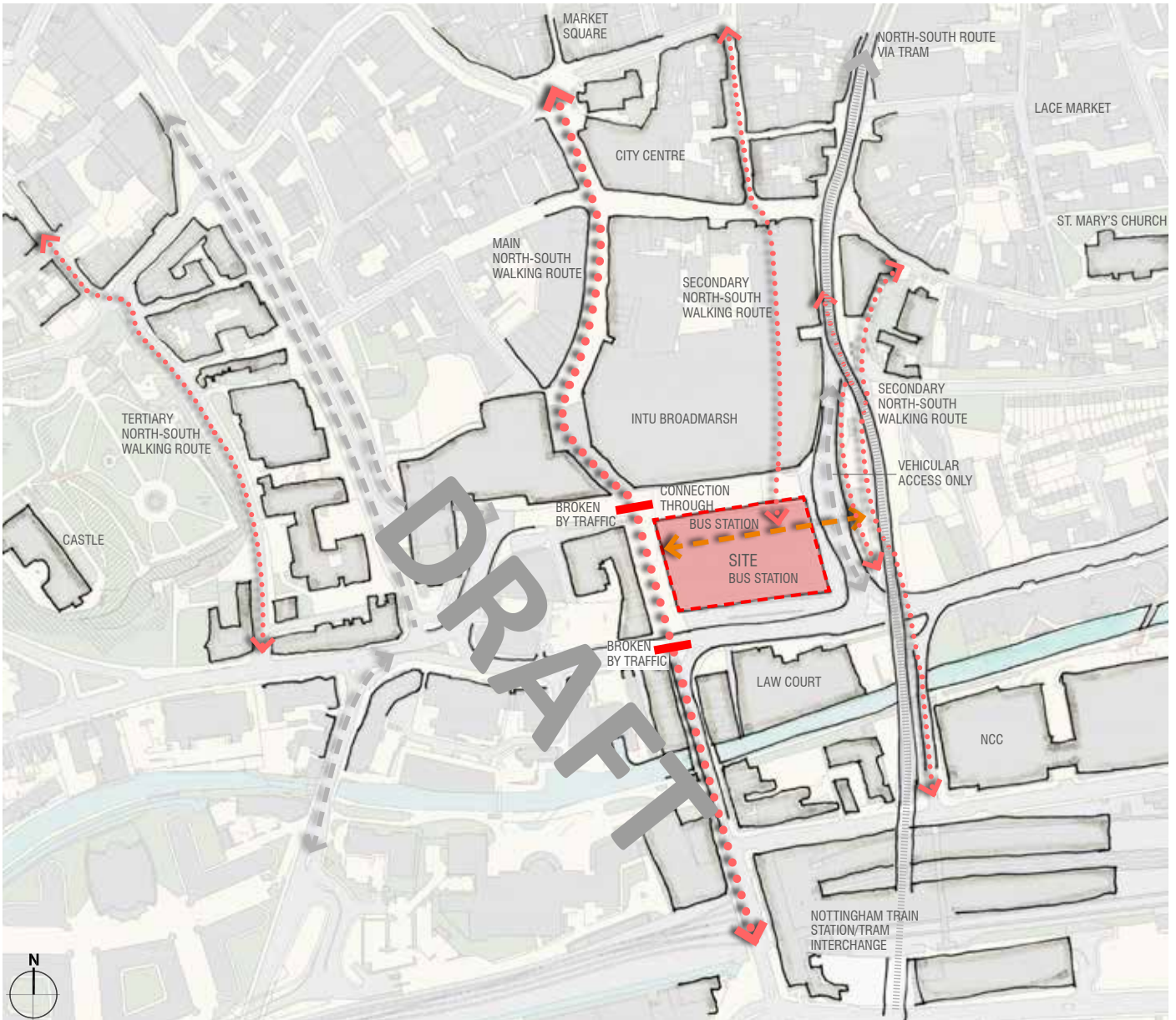
03

- 01. The entrance to the bus station from Canal Street
- 02. The Nottingham Crown Court and County & Family Court buildings on the south side of Canal Street
- 03. The tram bridge crossing Canal Street

- 4.19. The character of Canal Street is slightly fragmented with a variety of building types and styles.
- 4.20. The south side of the street from east to west is made up of a post-modern Crown Court building which is simple and rather monolithic stone appearance with small amounts of irregular shaped glazing; it has no detail or articulation to help break down its massing. The building is set back from the traditional street line to provide a small gathering space in front.
- 4.21. The adjoining building is the County & Family Court building which is in the same post-modern idiom but is slightly smaller in scale and has a bit more glazing and articulation; but equally is not of high design quality. This stretch of Canal Street is completed by a three storey 1970s concrete office building with a convenience retail store at street level. The building is set back from the corner forming a small pocket park at the junction of Canal Street with Carrington Street.

**b) Transport and Connectivity**

**North South Routes - Existing**



Primary route:

- From the train station to market square.



Secondary routes:

- Through Intu Broadmarsh
- Along Sussex Street.



Tertiary route:

- Along Castle Road.

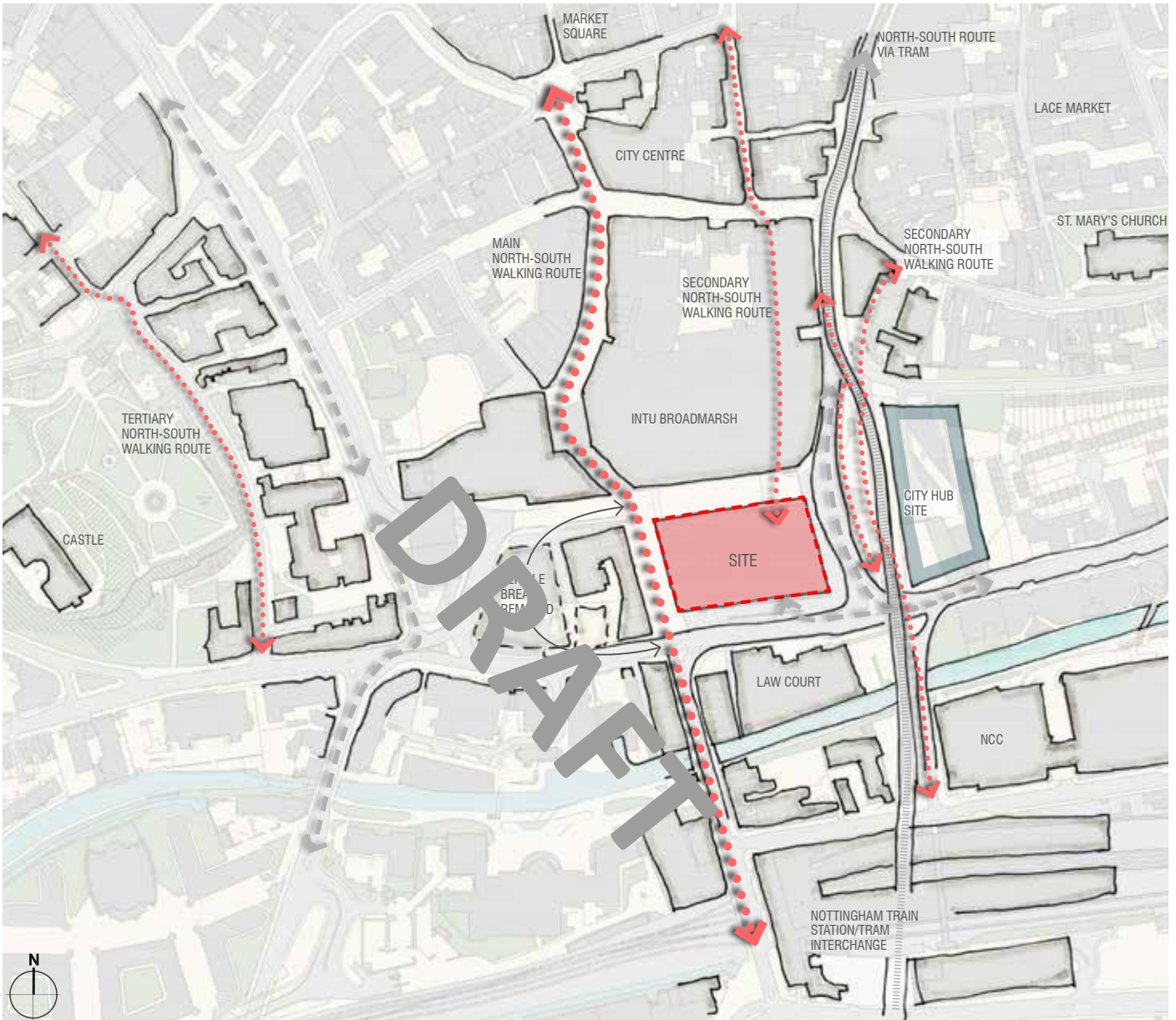



Route from Carrington Street to Sussex Street




Where routes broken by traffic

**North South Routes - NCC Proposed**





**Primary route:**

- From the train station to market square.



**Secondary routes:**

- Through Intu Broadmarsh
- Along Sussex Street.

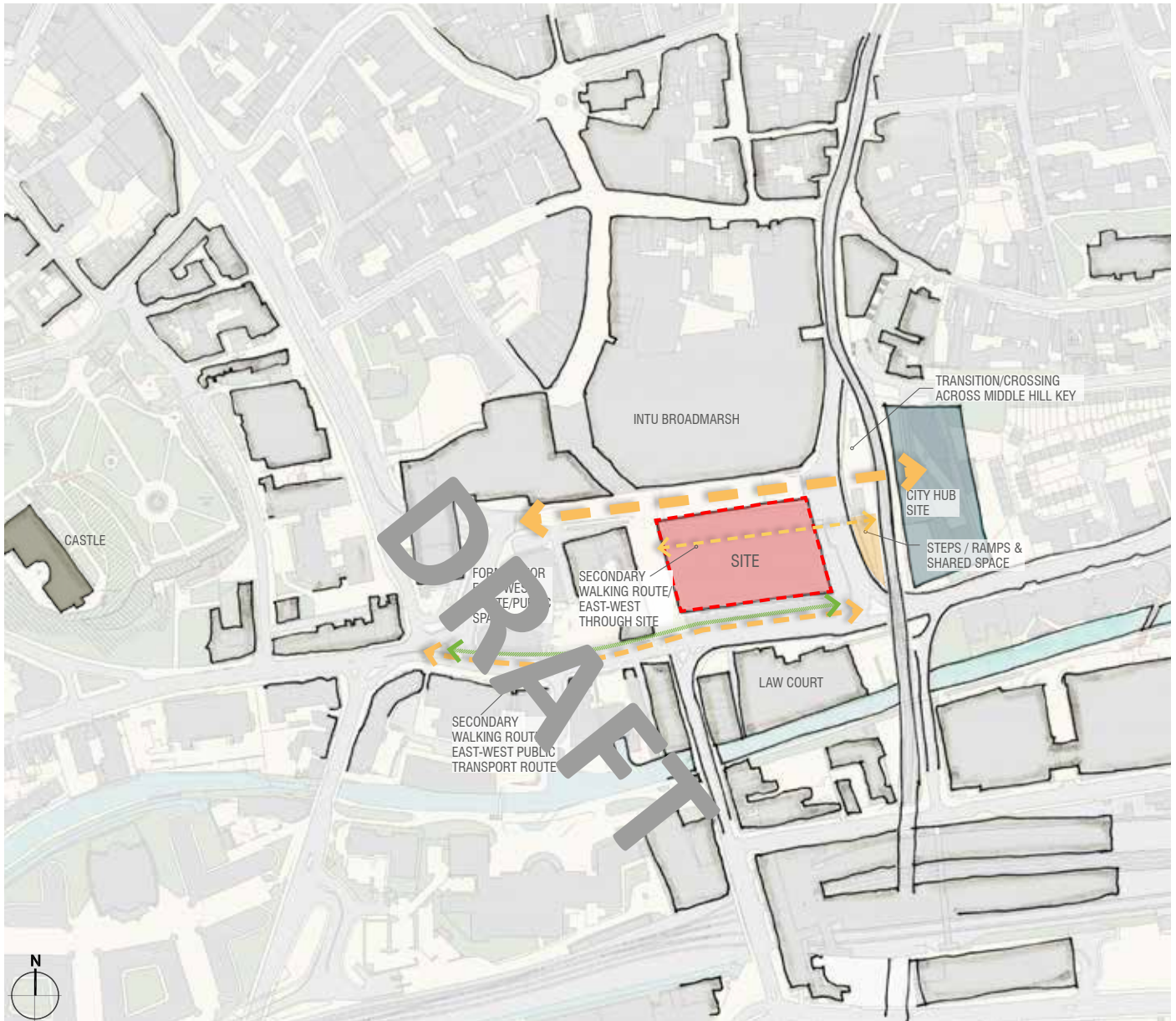

**Tertiary route:**

- Along Castle Road.


**Route from Carrington Street to Sussex Street**


**Where routes broken by traffic**

**East West Routes - NCC Proposed**



East West routes will be reinforced by the pedestrianisation of Collin Street and Canal Street becoming Public Transport only.



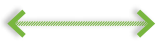
Primary route:

- City Hub to the Castle
- Opens up view corridor to Castle from the East



Secondary routes:

- Along Canal Street
- Through the site



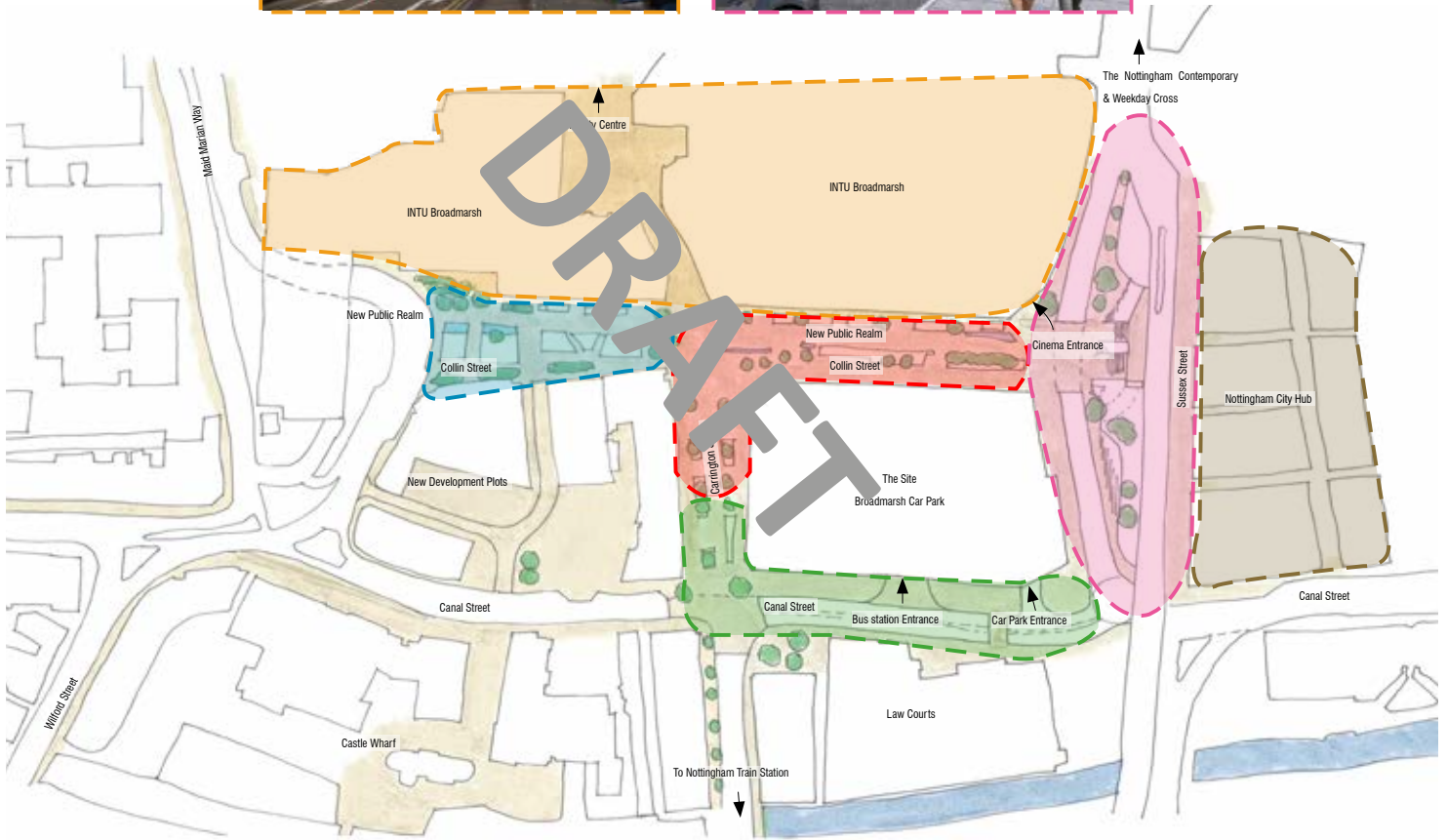
East West Public Transport route

**c) Broadmarsh Area Strategy (Indicative Masterplan)**

Broadmarsh Shopping Center



Middle Hill and Holes



Broadmarsh West

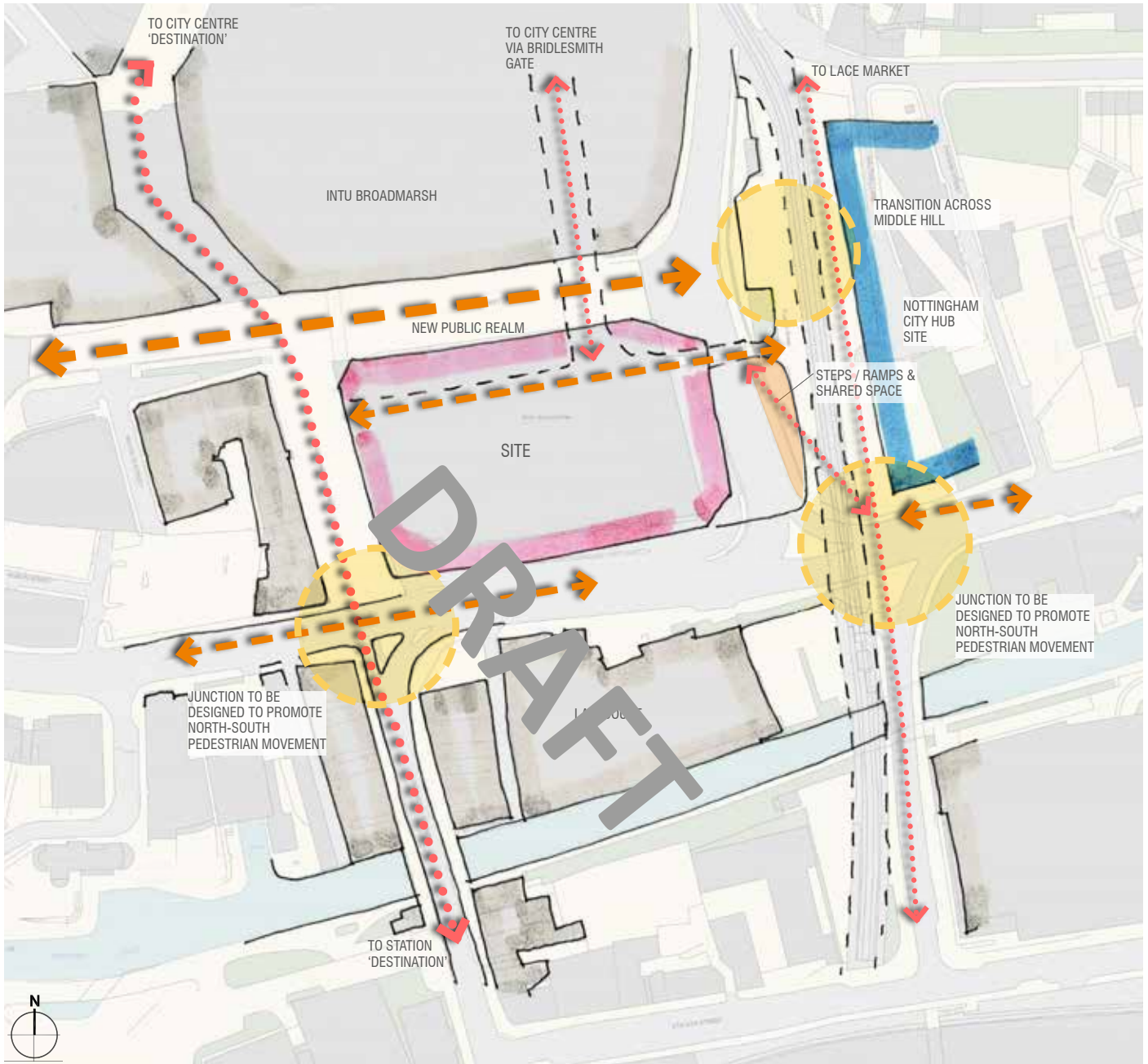







Collin Street East/Carrington Street



Canal Street/Carrington Street

d) Site routes and Junctions



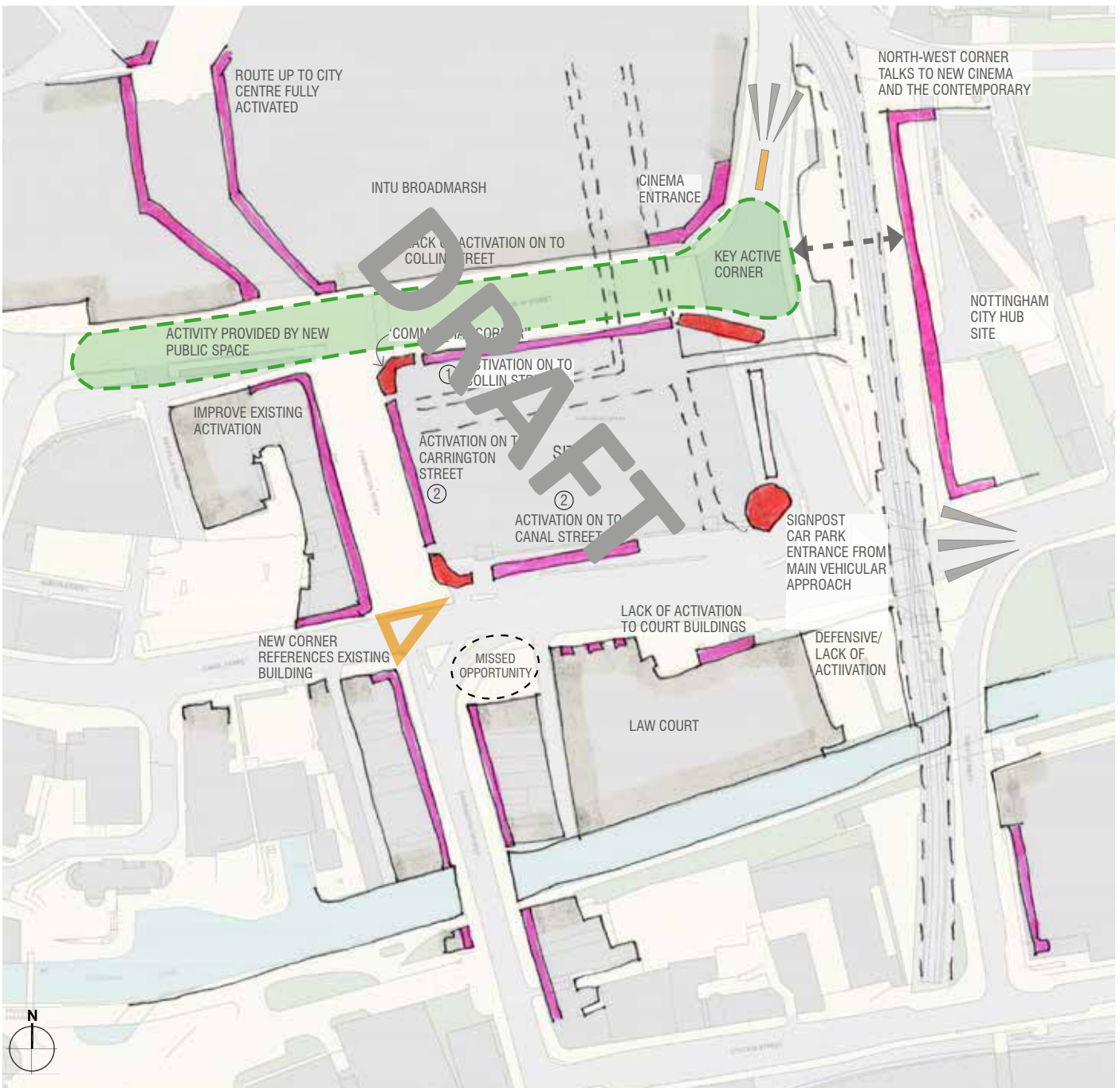
-  Primary North/South Connection
-  Secondary North/South Connection
-  Primary East/West Connection
-  Secondary North/South Connection
-  Main Junction

e) Activation

4.22. Key to the vision of the scheme is the activation of frontages along Collin Street, Carrington Street and Canal Street (where possible). This can easily be divided into the following categories:

- Ground level activation;
- Upper level activation; and
- Corner activation

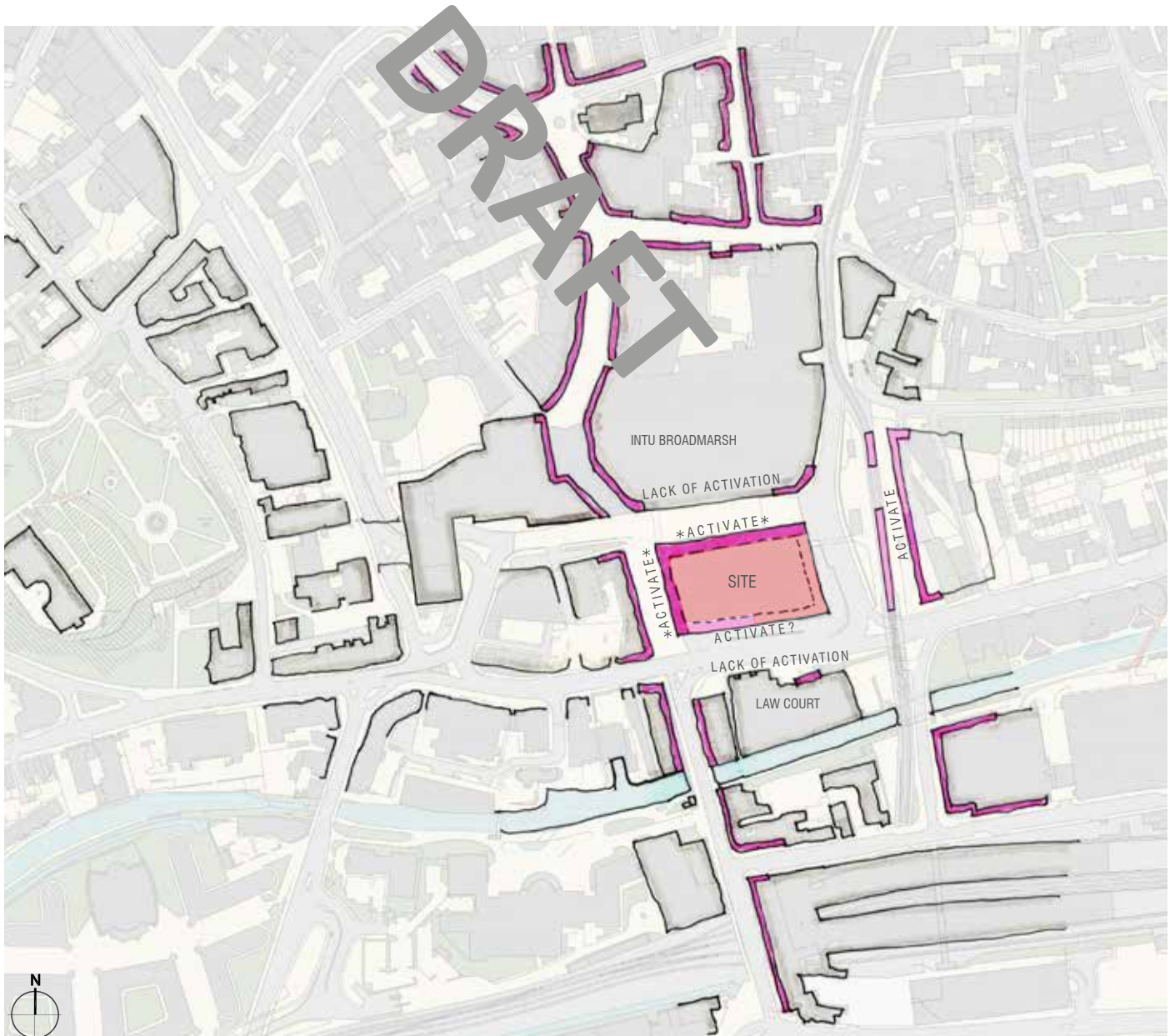
Each of these will be covered in more detail in the following pages.





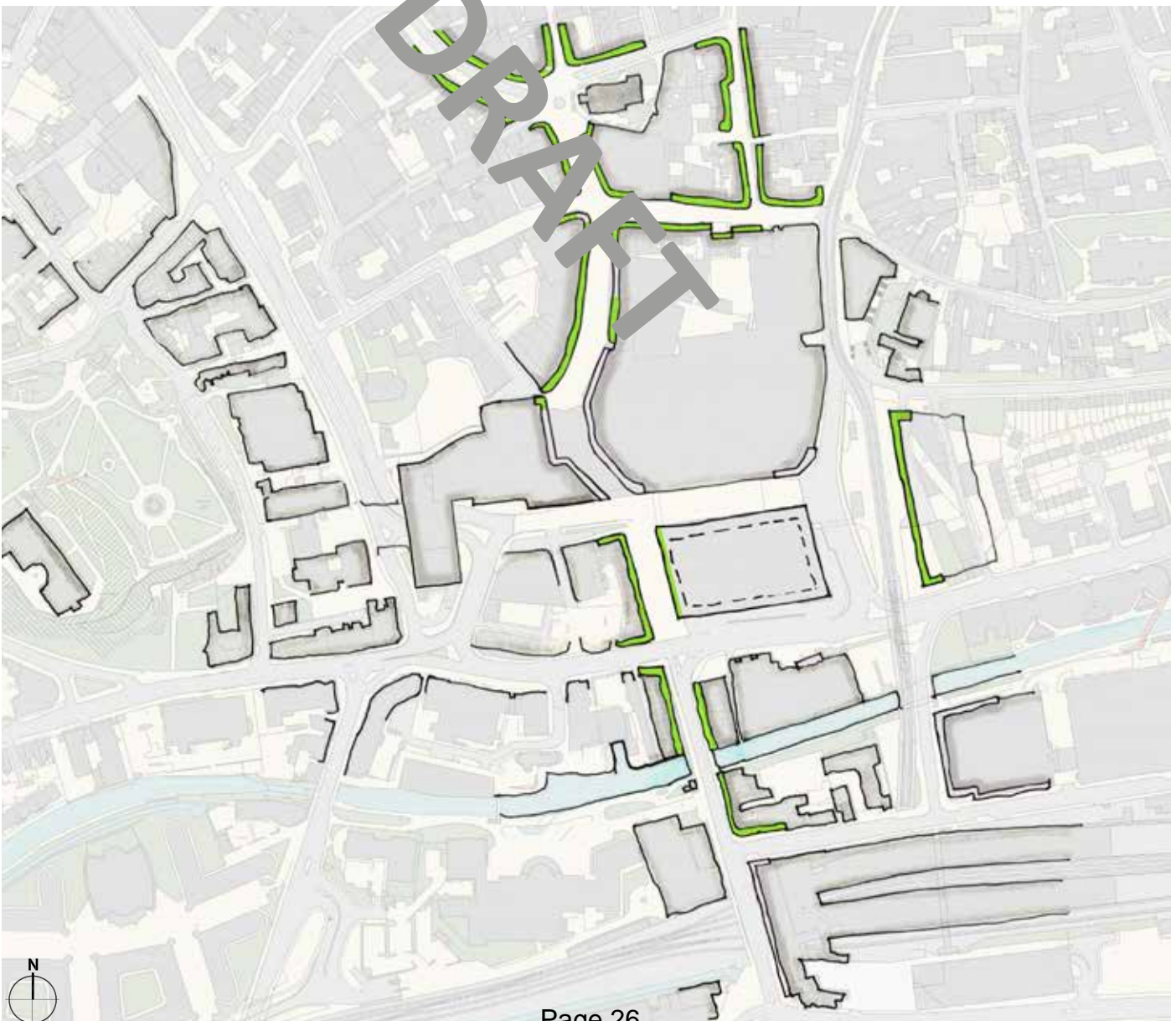
### Activation - Ground Floor

- 4.23. The primary route from the station to Market Square is currently activated along its entire length at ground floor level with the exception of the site.
- 4.24. The proposed scheme aims to activate the entirety of the Carrington Street facade at ground level to improve vitality of newly pedestrianised Carrington Street.



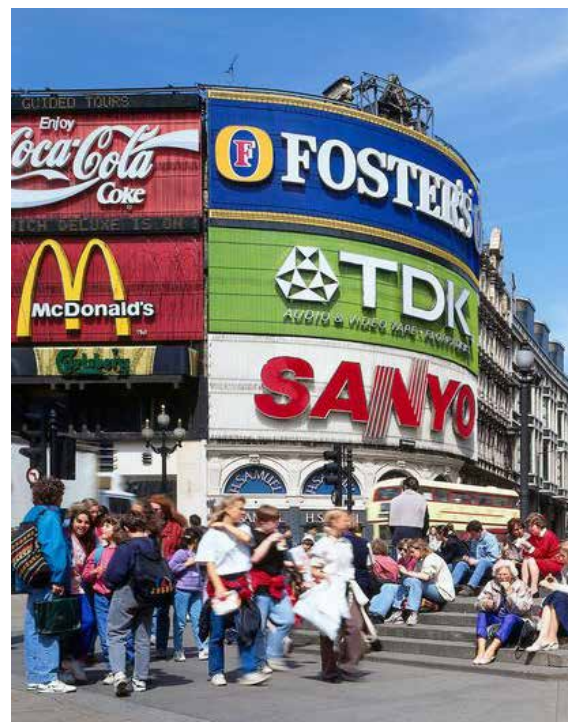
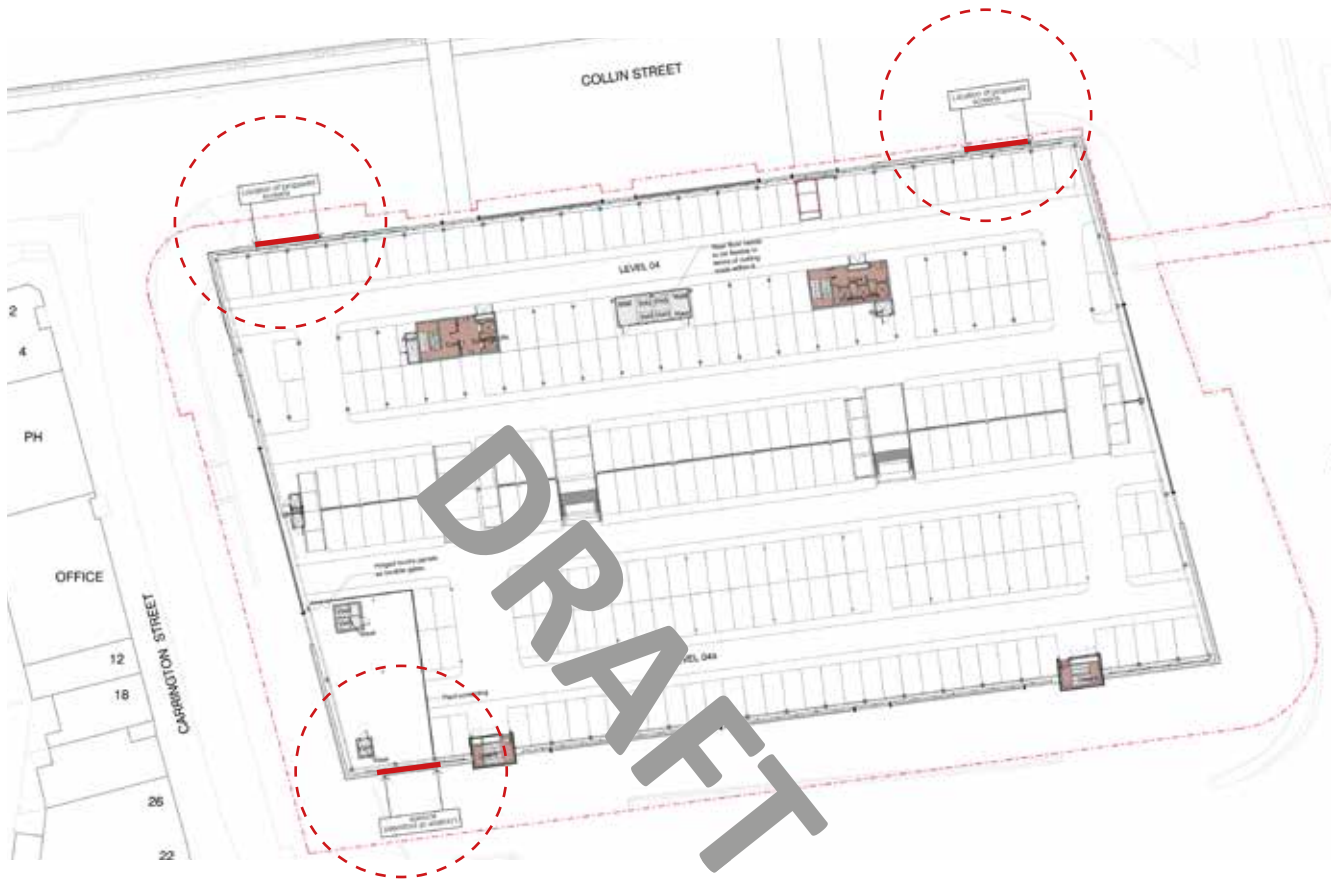
### Activation - Upper Floor

- 4.25. To further improve the activation along Carrington Street, there is a strong desire to include residential accomodation along its length on the upper floors of the proposals subject to viability.
- 4.26. This will create a more continuous line of upper level activation from the Station to the City Centre as shown in the diagram below.

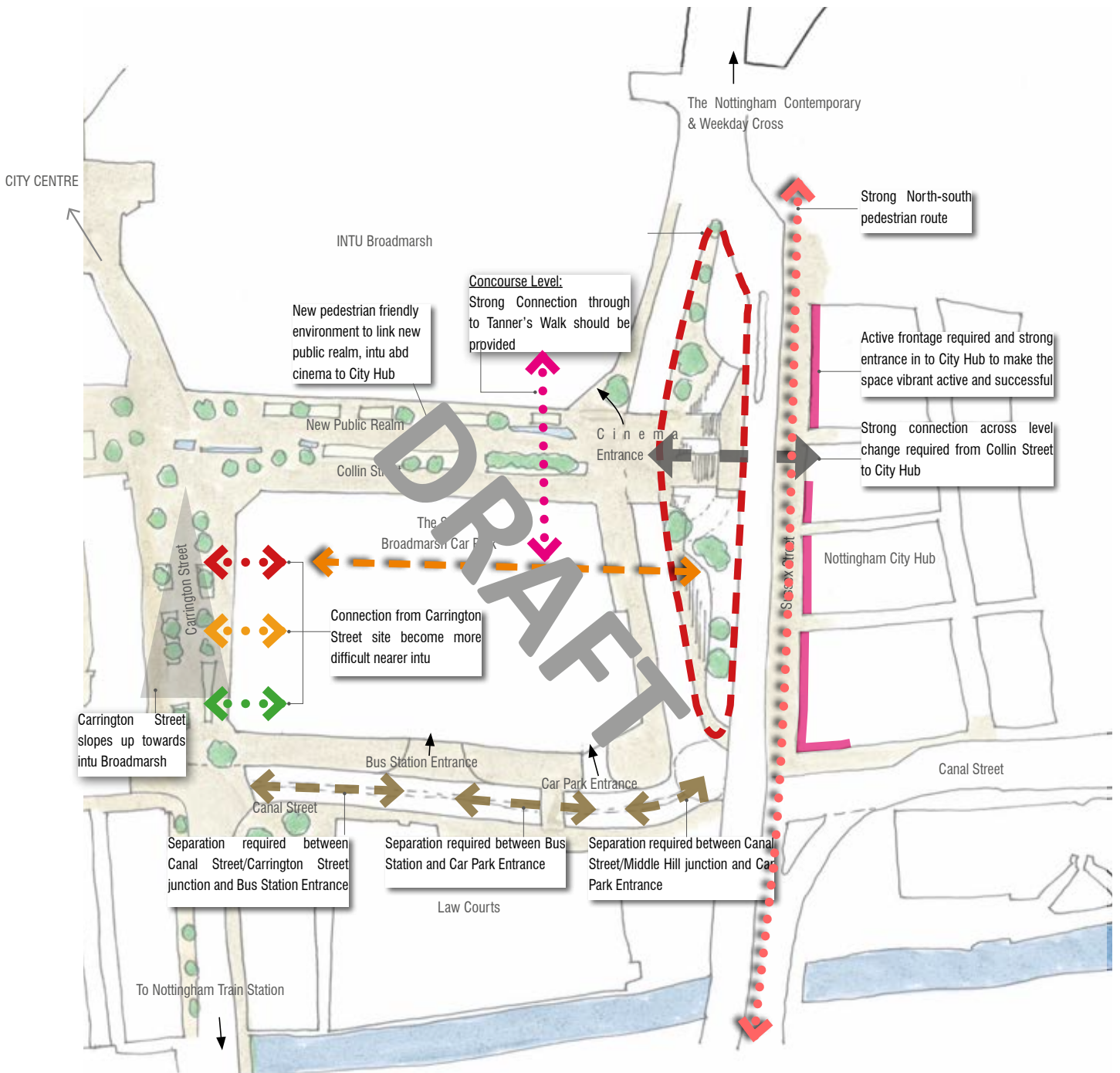


### Corner Activation

- 4.27. Corner activation will be especially important to the success of this scheme
- 4.28. Permission has already been granted for 3 media screens to be displayed on the site which could provide a good opportunity to activate the corners of the site.



### f) Broadmarsh East Challenges

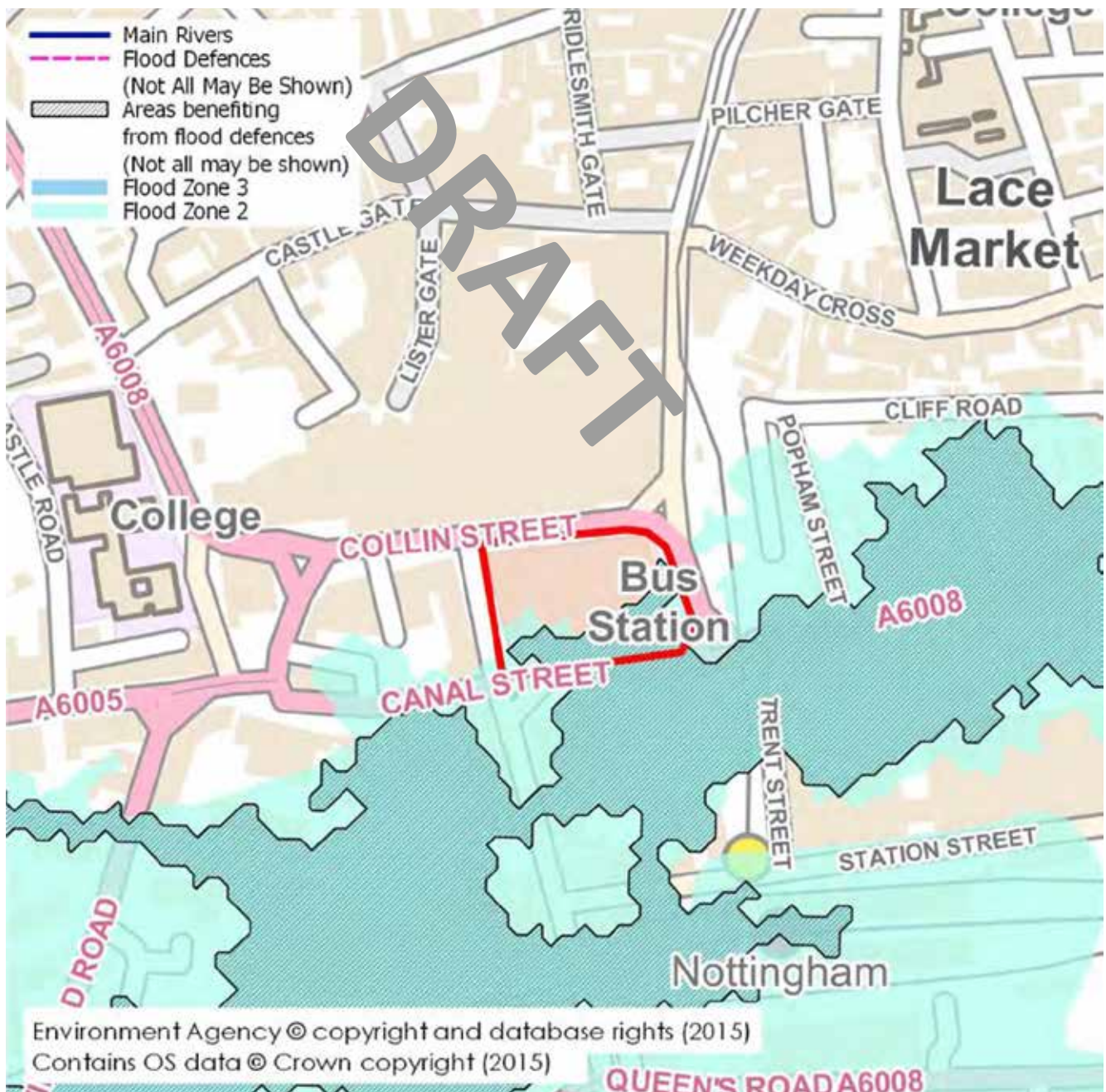


## 5. CONSTRAINTS

### a) Flood Risk

- 5.1. The Development Brief site is located predominantly within Flood Zone 1 (Low Probability). This Flood Zone is defined as land assessed as having less than a 0.1% annual probability of flooding from fluvial or tidal sources.
- 5.2. The southern portion of the site is shown to be located within Flood Zone 2 (Medium Probability) and Flood Zone 3 (High Probability). Flood Zone 2 is considered to be land assessed as having between a 0.1% and 1.0% annual probability of fluvial flooding (0.1-0.5% annual probability of flooding from tidal sources). Flood Zone 3 is then defined as land considered to have a 1.0% of greater annual probability of fluvial flooding (>0.5% for tidal).
- 5.3. Further to this, the site is shown to be within an area of Flood Zone 3 that benefits from the presence of flood defences.

### Plan 6 - Environment Agency Flood Map



## b) Contamination and Underground Structures

- 5.4. A key consideration for any development is Nottingham City centre is the potential presence of Caves beneath the site. The Development Brief site is found to be outside of the cave area as shown in the image below.
- 5.5. The Development site is not classified as 'contaminated land' under Section S78 of the Environmental Protection Act (EPA) 1990, nor is there any land within 500m of the site which is designated as 'contaminated land'.
- 5.6. The former and current activities on site and in the nearby vicinity present the potential to have caused minor contamination to soils. In the context of the proposed future retail/ commercial use of the site however, it is likely that extensive handstanding will reduce the possibility for future site users to be impacted by the contamination sources. A recent report has suggested that the site represents a low to moderate risk with respect to contaminated land.
- 5.7. An intrusive ground investigation is recommended including soil sampling and a period of ground gas monitoring.

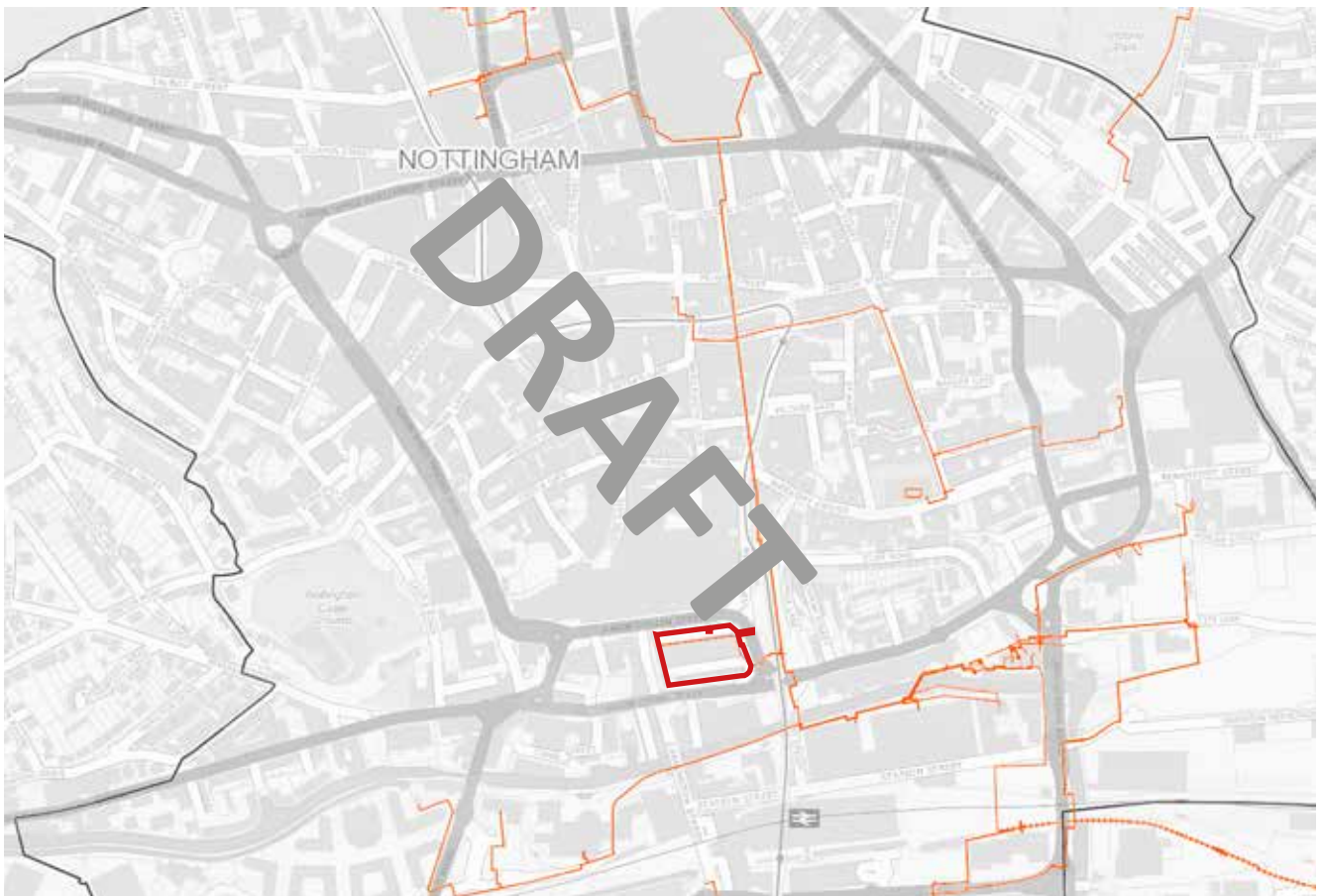
Plan 7 - City Centre Caves Map (Online Policy Map Tool)



**c) Utilities**

- 5.8. At present the Nottingham Decentralised Energy and Heat Network passes underneath and serves the existing bus station. It is expected however that due to the high risk of damage to the pipe during demolition, the pipe may need to be capped off adjacent to the site. Re-integration of the Nottingham Decentralised Energy and Heat Network into the scheme will be assessed during the detailed design stage.
- 5.9. The Development Site is also served by mains electricity.

**Plan 8 - Nottingham Decentralised Energy and Heat Network (Online Policy Map Tool)**



#### d) Conservation Areas

5.10. The site is surrounded/affected by a number of the city centre Conservation Areas including:

- Old Market Square;
- Lace Market;
- Station;
- Nottingham Canal; and
- Castle.

5.11. Of particular importance is the Nottingham Canal conservation area which borders the site to the West and will influence the design of proposals along Carrington Street. Refer to section 5a for more detailed context of Carrington Street.

#### Plan 9 - City Centre Conservation Areas Plan





## e) Public Transport Strategy

5.12. The new bus station has been specified to have the following key properties :

- Of sufficient capacity to allow for future growth
- Pleasant waiting environment.
- Operationally easy to access and egress
- Safe in terms of pedestrian and vehicle movements

5.13. A new bus station needs to allow for extension of services from the north and east of the City to meet expanding demand around the Broadmarsh area, particularly with the City Hub. These services currently terminate around Victoria and don't serve the south of the City Centre.

5.14. The current bus station operates with a parallel 'drive-through' arrangement of four islands with internal pedestrian crossing points. This often leads to safety conflicts between pedestrians and buses, exacerbated as some of the bays are difficult to access due the increased length of modern buses.

5.15. Most modern bus stations favour an echelon 'drive in : reverse out ' arrangement, with pedestrians screened off from bus movements on ALL sides and passengers accessing via electronic screens activated at point of boarding.

5.16. To achieve this arrangement it is particularly important that there are no potential pedestrian movements where buses are reversing. This potential will be minimised through careful design of Canal Street, including the location of on-street bus stops and crossings.

**f) Sustainability Aspirations**

5.17. Sustainability will be considered with a fabric first approach. Design consideration will be given to:

- Solar orientation;
- Air tightness; and
- U-values.

5.18. Where possible the scheme will make use of renewable energy sources.

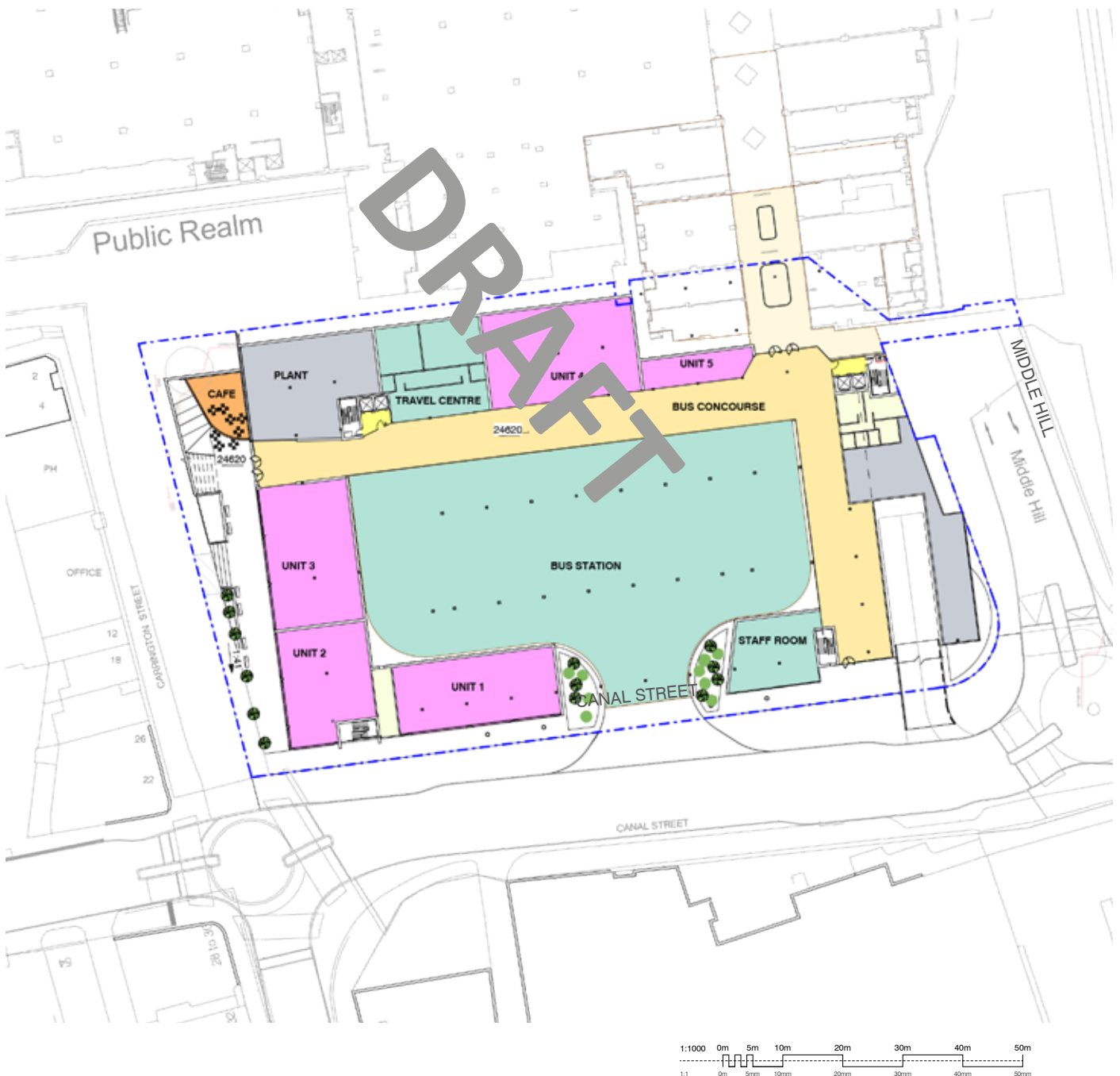


## 6. PROPOSALS

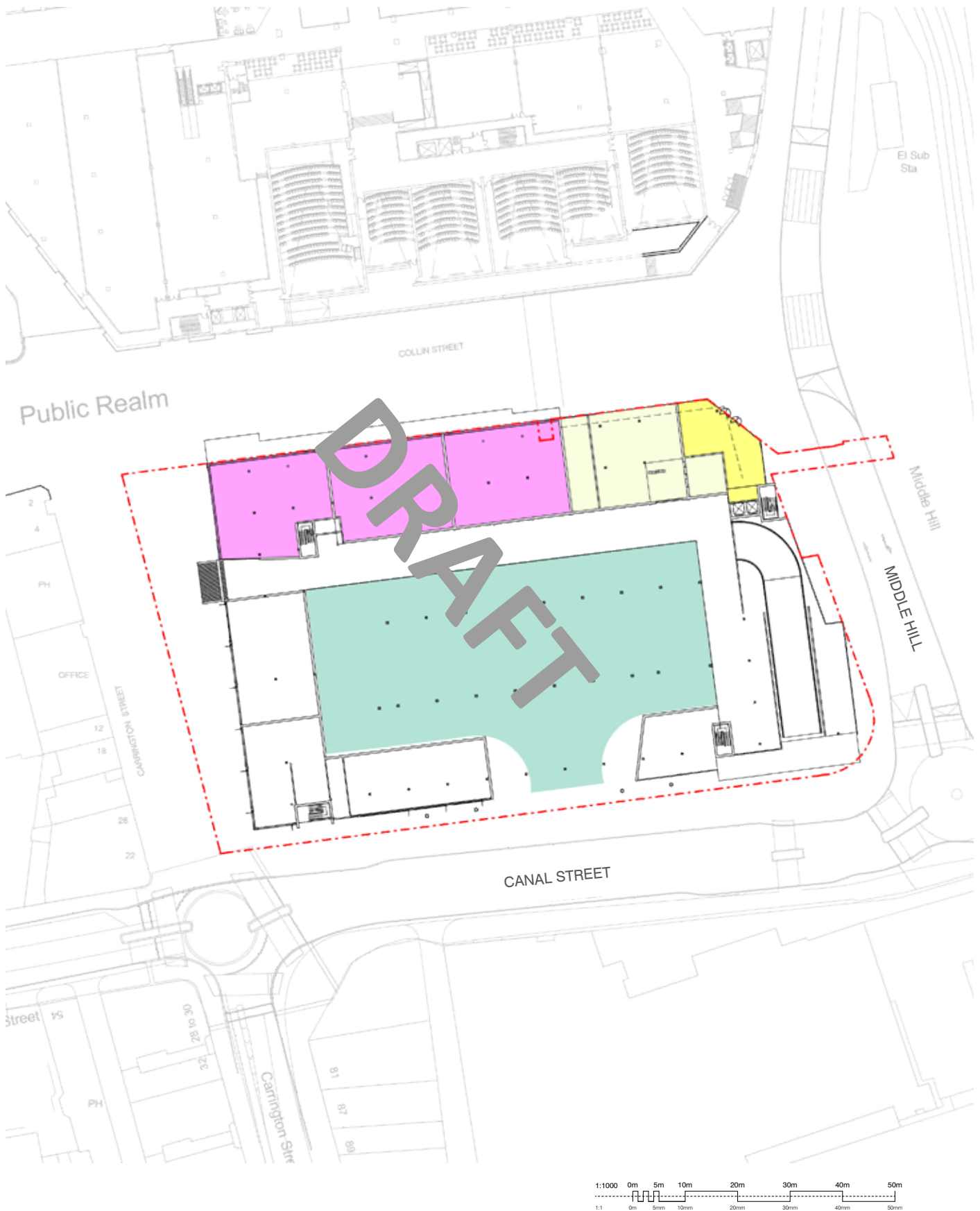
### a) Plans

6.1. The following drawings are for the purpose of establishing the maximum heights, extents of the building envelope and key design parameters for the scheme. It may be acceptable to deviate from the maximum scheme parameters during the detailed planning application process where deviations can be justified through detailed urban design and views analysis.

#### Proposed Lower Ground Floor Plan

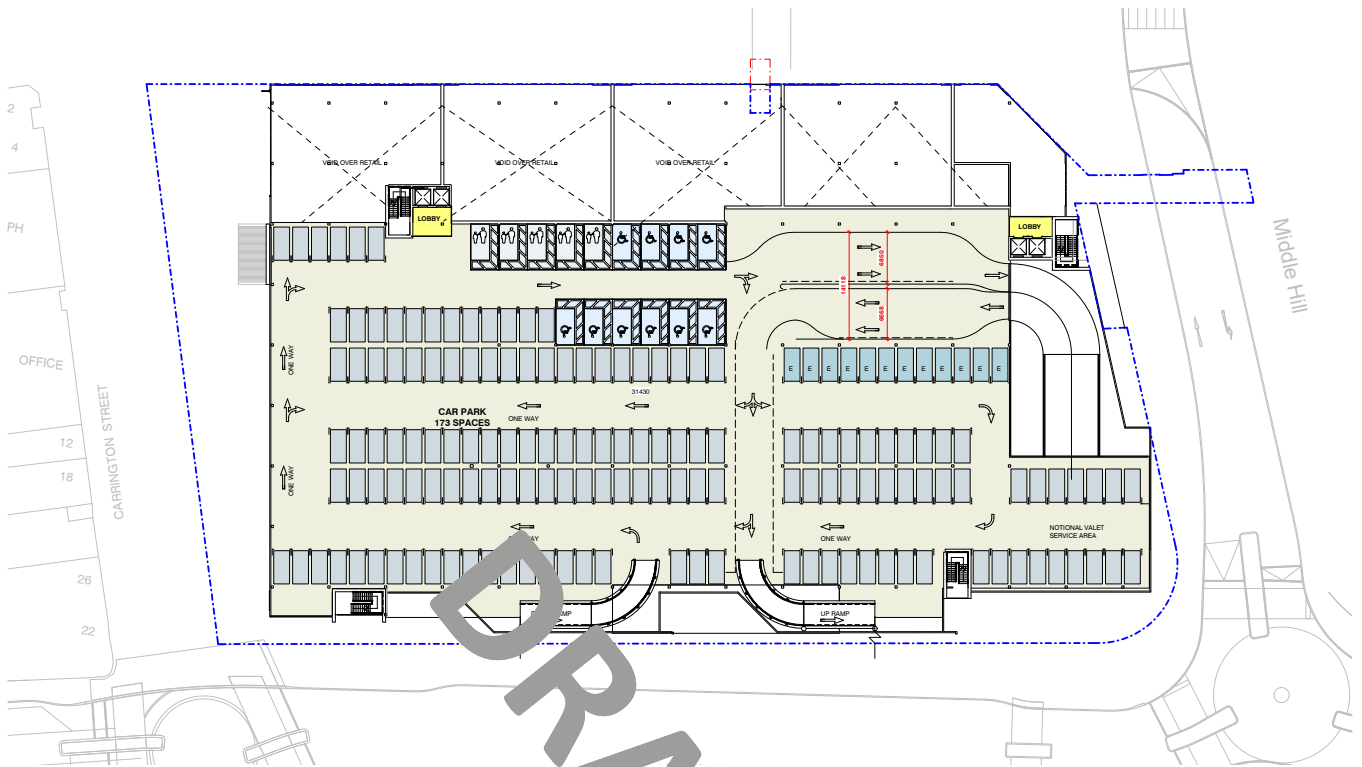


### Proposed Upper Ground Floor Plan



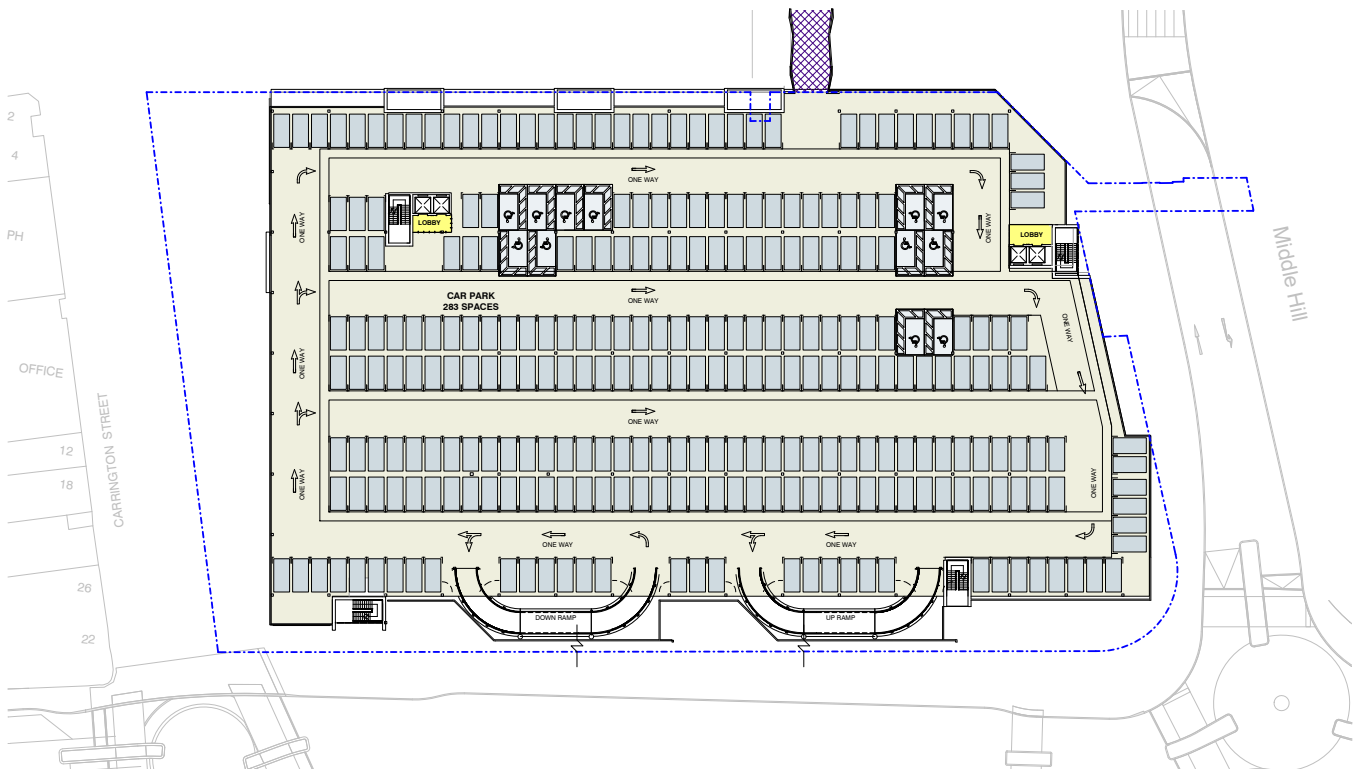
### Proposed First Floor Plan

Total - 1150 spaces



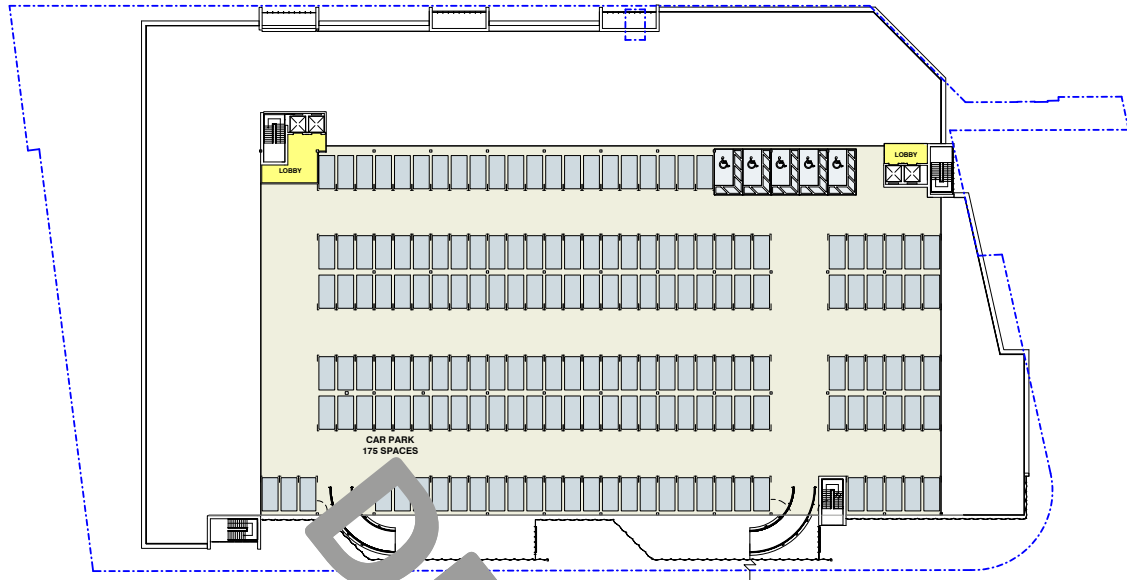
### Proposed Second Floor Plan

Total - 1150 spaces

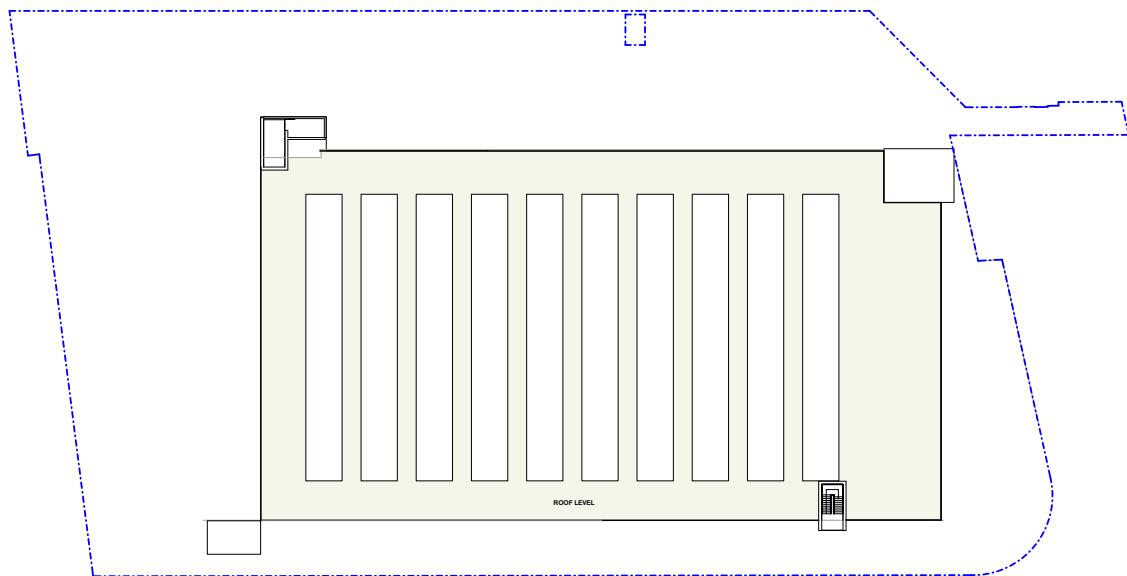


### Proposed Fifth Floor Plan

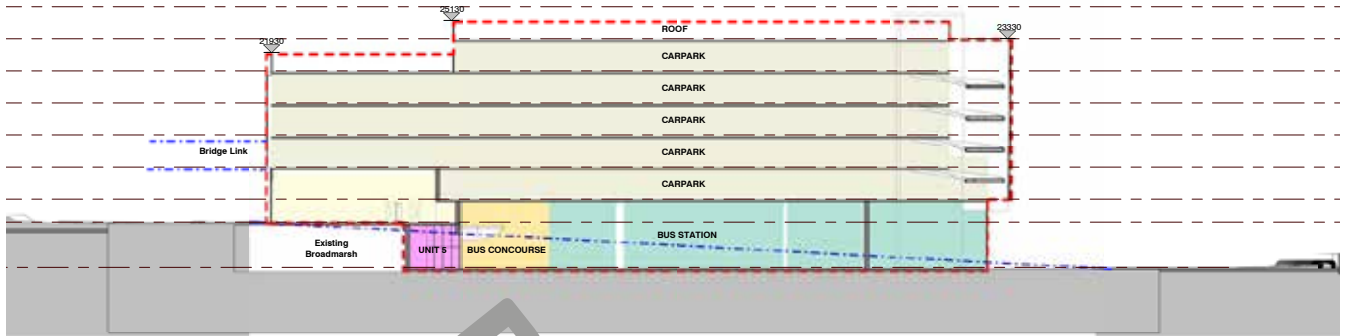
Total - 1150 spaces



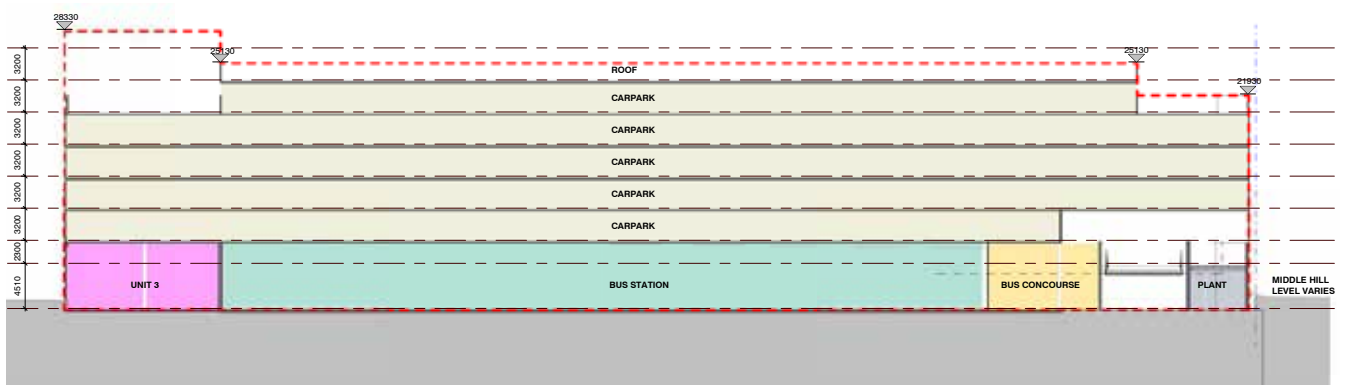
### Proposed Roof Plan



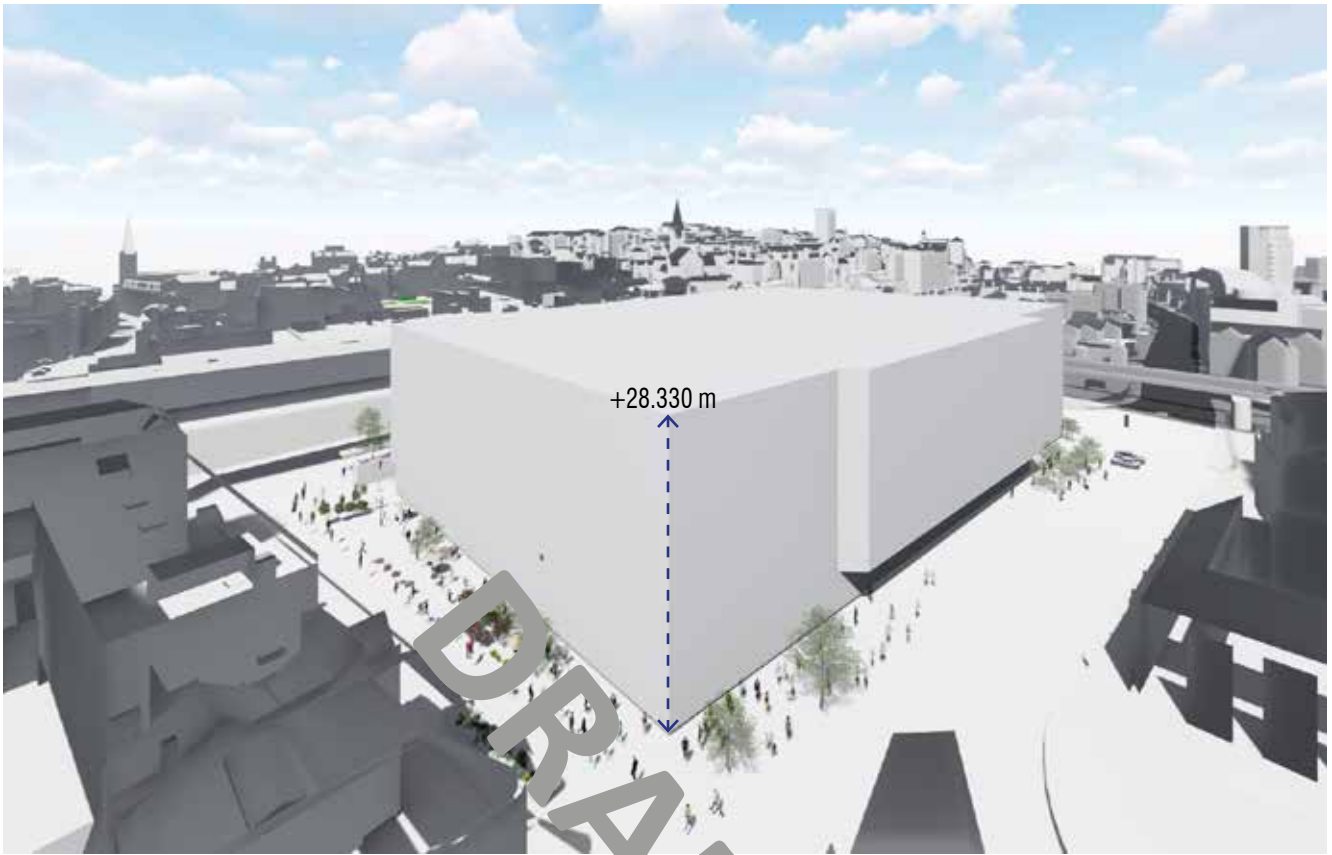
b) Heights, Massing and Building Lines



Section North - South



Section East - West





## 7. APPENDIX

### a) White Box Visuals

- 7.1. The following white box visuals are examples to illustrate the key elements and massing of the scheme; to indicate the likely height and footprint of the building; and present early work on how the building could look influenced by the brief. Further design work will follow as part of the detailed planning application process.



**Canal Street - Carrington Street View**



**Collin Street - Carrington Street View**



**Canal Street - Middle Hill Street View**



**Collin Street - Middle Hill Street View**



**b) Activation at Upper Levels - Aspiration for Residential (Where Commercially Viable)**

**Option 1 - Activation on Carrington Street - 6 Levels of Residential**



## PLANNING COMMITTEE

### UPDATE SHEET

(List of additional information, amendments and changes to items since publication of the agenda)

21 June 2017

#### **4a            23 and 23A Goldsmith Street**

The applicant has provided revised model views of the proposed development which will be displayed at the meeting.

The height of the focal Goldsmith Street elevation has now been reduced to three storeys, providing a parapet set-back to the fourth floor. The previous oriel window has been revised to a stone clad frame that now continues down to ground level. The recessed entrance to the building is also revised to be less prominent within the stone clad frame. The glazed fins to the upper floors on the Goldsmith Street elevation remain as significant features of this façade. New glazing is added to the return elevation of the stone clad frame, which will add interest to this elevation, which will be prominent in views up Goldsmith Street. Stone and brick parapet details are now included and further honeycomb brickwork detailing has been added to the Masonic Place elevation to moderate the extent of brick facade that is now exposed by the inclusion of the fourth floor set-back.

*Councillors' comments on the proposed development at the previous meeting were varied and ranged from welcoming its bold design to it being too extreme and dominant for the site. The proposed revisions have focussed on the scale and design of the Goldsmith Street element of the proposed development and are considered to be constructive and positive improvements in response to Councillors' comments.*

*It is recommended that the proposed revisions are supported and that subject to the receipt of revised elevation and layout drawings to reflect the proposed revisions the Chief Planner be given delegated authority to GRANT Planning Permission subject to the conditions listed in the draft decision notice at the end of the report. Power to determine the final details of the conditions to be delegated to the Chief Planner.*

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