



## **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 February 2018

**Time:** 2.30 pm

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

**Governance Officer:** Zena West **Direct Dial:** 0115 8764305

### **AGENDA**

### **Pages**

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## PLANNING COMMITTEE

### UPDATE SHEET

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

21 February 2018

#### **4a Broadmarsh Car Park And Bus Station, Collin Street**

1. Further representations have been received as follows:

##### **Councillor Edwards**

Should the LPA be seeking clearer assurances over traffic management, rather handing the matter to a highways procedure which is less accountable to the public? Should clearer assurance be set on control of the junction between Canal Street and Middle Hill which becomes much more vital to public transport under new arrangements?

What do models of traffic flows out of the car park show for both a car park of existing capacity and the proposed car park?

Are there previous planning policies that recommend against the expansion of car parking in Nottingham because we have sought to promote greater use of public transport?

The view of The Council House from the street are worthy of consideration. Might stepping of the car park on the west side offer an opportunity for a more extended view? Are existing views from The Meadows affected by the proposed car park being higher?

Given the current government challenge regarding the quality of air in Nottingham, are plans to improve compromised by higher volumes of cars queueing to enter the car park?

Making any car park attractive and cost effective is a challenge.

Placing the access ramps on the outside of the building is an interesting idea. The ramps are in the centre of the south side of the car park, whilst entrance to the bus station is not. Are there any car park management and / or environment benefits by situating the ramps above the bus station entrance? Should stepping to the west side (to allow better views of The Council House dome) bring asymmetry to the design, might re-siting the ramps over the bus station entrance re-balance the design?

Noticeable that the concept of transport interchange are not within the general aims of this project. Has a LPA any powers to seek bus stops for services passing by the renewed bus station to be provided?

Understands the desire for panelling in a renewed bus station, and for the air management that is required for an enclosed space. Is there planning guidance that seeks plans for expanding public transport use, given concern on climate change and / or air quality?

On air management in the building, has enough been done to maximise natural air flows to ventilate the car parking floors?

Hydrocarbon fuel is projected to become much more expensive and a move to electric cars might be expected. What planning guidance is available to guide what

should be planned for? Does the design of the car park contain sufficient ducting capacity for the expansion of power provision?

Can a simple yet effective queuing information or enforcement measure be required, serving the westbound egress of Canal Street to the Middle Hill junction?

Concerned that customers of Broadmarsh car park need better signalling or advice when queueing to enter the car park so as not to block the junction of Canal Street and Middle Hill. Should we plan for the most challenging scenarios to avoid inconveniencing public transport;

What assumptions are made about which existing bus and coach services will seek to enter or use the Broadmarsh bus station?

Would the LPA become vulnerable to appeal should it recommend against the increase in capacity of existing car parks, on grounds of promoting and supporting public transport, when their developers want to make a case for renewal if they are allowed to increase their capacity as part of the renewal? To what extent does the LPA become vulnerable to appeal should it recommend against the increase in capacity of existing car parks, on grounds of worsening air quality, when their developers want to make a case for renewal if they are allowed to increase their capacity as part of the renewal? To what extent does the LPA become vulnerable to appeal should it recommend against the increase in capacity of existing car parks, who can make a case for renewal if they are allowed to increase their capacity as part of the renewal? To what extent does the LPA become vulnerable to appeal should it recommend against the increase in capacity of existing car parks seeking to be renewed, if we compromise a view of the Council House dome, or other desirable views?

**Notts. Campaign for Better Transport:** Object to the application:

**1.Conflicts with national and local planning policy** – would not manage development to make the fullest use of public transport and would make access more convenient for those arriving by car; will increase CO2 emissions; conflicts with the hierarchical approach to new development which should aim to reduce travel by private car and provide incentives to use public transport. While the proposed enhancements to the walking and cycling environment are welcome, the proposals incentivise car travel by providing more and more convenient car travel instead of more and more convenient bus travel. The proposed bus station is too small and does not offer scope for increased bus services. Some bus services may have to use roadside stops rather than the bus station, and curb space is constrained in the City. This means there may be a reduction in bus frequency in the future, when it should be increasing.

**2. June 2017 development brief** The proposed development is likely to enhance the walking and cycling environment and the proposed design of the bus station in the current application is likely to succeed in reducing conflicts between bus and pedestrian movements. However, overall the proposals are unlikely to reduce car use; the new bus station does not allow for future growth; and the proposal promotes the city centre to car users rather than public transport users by providing additional car parking and a convenient footbridge from the car to the cinema and other facilities at Broadmarsh.

**3. Conflict between stated purpose and specifications of the proposed development** The redevelopment would provide an additional 194 car parking spaces, a smaller bus station and more convenient facilities for those arriving by car compared to the old bus station and car park. The proposed bus station is too small

to allow enhanced bus services in the future. So, of the objectives mentioned at 7.18 in the committee report, only meeting the current and future requirements of those arriving by car will be achieved.

An attractive city centre retail and leisure space is among the easiest to access by sustainable transport modes, and Nottingham has excellent public transport. Therefore do not see any need to make this space more attractive to car users. The redevelopment of this key city centre site is an excellent opportunity to make a significant contribution to achieving the aims of local and national planning policy and further to demonstrate Nottingham City Council's commitment to become a green city.

The Transport Statement reports the results of traffic modelling which identifies an increase in peak hour trips for the proposed car park compared with the previous but states that this is likely to be a worst case scenario as the car park is unlikely to offer discounted tickets across the weekday peak periods. This approach puts its faith in the success of a marketing campaign, without proving any evidence that this is likely. Total traffic volume, CO2 emission and air pollution will still increase.

Resident of Cliff Road:

Number of car parking spaces at Broadmarsh are to be increased to 1,373 from 1,150 and this does not align with the Local Plan to reduce car parking in the City; bus station will be 50% larger than now, from 3,934m<sup>2</sup> to 5,927m<sup>2</sup> and no explanation is given about reducing pollution from long-distance buses; height of the car park blocks the view of the Council House from the Station; road layout around the bus station and car park has not been explained as it does not form part of this application; already have 1,132 new car parking spaces around us at Narrow Marsh; Narrow Marsh air is the most polluted in the UK; doubt the bus station be big enough as this application identifies a lot of car parking.

## 2. Integrated Heritage Impact Assessment

An Integrated Heritage Impact Assessment has been submitted by the applicant in response specifically to comments by Historic England that the impact of the proposal on a view of the Council House dome from Carrington Street had not been properly assessed. The Integrated Heritage Assessment assesses the level of visual impact upon the setting of heritage assets and townscape impacts. This covers an assessment of all heritage assets in the vicinity which may be affected.

The report sets out that the significance of the Council House as a heritage asset is identified as being derived from :

- (a) Attributes of its setting contributing to its significance which are its setting in relation to other heritage assets (including buildings, structures, landscape and spaces, areas or archaeological remains); its definition, scale and 'grain' of surrounding streetscape, landscape and spaces and historic materials and surfaces;
- (b) Attributes of dynamic experience of the asset contributing to significance which are surrounding landscape or townscape character, views from, towards, through, across and including the asset ; and visual dominance, prominence or role as a focal point.

The assessment has looked at views from the east side of Carrington Street and the west side of Carrington Street. It confirms that views of the Council House dome will be lost because of the development.

The commentary on this view sets out that the existing view from the west side of Carrington Street looking north reveals the dome of the Council House (Grade II\*) and the spire of St Peter's Church (Grade I). The demolition of the Broadmarsh bus station and multi storey car park has revealed a section of the drum on which the Council House dome sits. The view towards the city centre is dominated in the foreground by the five to six storey late C19th mixed-use blocks which line both sides of Carrington Street north of the canal. At the Carrington Street junction with Canal Street townscape quality declines rapidly. The current (now demolished bus station/MSCP) has (had) a negative impact upon the setting and character of Canal Conservation Area including the locally listed buildings lining the west side of Carrington Street.

In the distance, and in effect underlining the dome and the spire landmarks, is the monolithic barrier and inactive façade of the Broadmarsh shopping centre which dominates the skyline. The view of the landmarks is framed by a skyline created by the Broadmarsh parapet which provides and compromise their context. The poor quality intermediate development between the view point and the landmarks is further harmed by the dynamic effects resulting from highways and vehicle movement.

The proposed development will be clearly visible in the middle distance and will provide a new city centre landmark helping to redefine and improve the quality of the walking route from Nottingham Station (noting most foot traffic from the Station is on the east side of Carrington Street) to the historic and commercial heart of the city.

The proposed development will obscure views of the Council House dome and the spire of St Peter's. The replacement of the former Broadmarsh bus station and MSCP with a building of similar scale to those in the foreground (ie red brick late C19th blocks) and the introduction of active frontage at ground level will enhance the setting of the Canal Conservation Area and will contribute towards repairing the overall townscape quality of Carrington Street.

***Traffic management of car park and surrounding network/ bus station size, layout and operation (Councillor Edwards, Notts. Campaign for Better Transport and local resident)***

*Transport Strategy have reviewed the comments made on these aspects of the scheme:*

*Integral to the redevelopment of the car park and bus station is the transformation of the roadspace in the Collin St and Canal Street areas. The revised road plan will reduce the dominance of traffic on existing streets and move through traffic movements onto an improved Southern Relief Route.*

*Traffic is to be removed from Collin Street and a new public realm is to be created which will much improve conditions for pedestrians. Canal Street will cease to be a through traffic route only providing access to the new car park and Middle Hill. West of the car park entrance Canal Street will be prioritised for busses, cycles and access. Due to the removal of through traffic from the area there will be less conflict with car park access and egress movements in the immediate vicinity.*

*The use of the car park is to be prioritised for shoppers and visitors to support the redevelopment of the adjacent shopping centre and expanded leisure offer. A suitable pricing structure and operating plans are to be set out in a car park management plan.*

*An expanded car park facility is desirable as it is a proven popular car park location. The new build creates the opportunity to provide a modern attractive facility. It will*

*then allow the Council to rationalise other smaller less attractive facilities including reducing the number of on-street parking spaces in the area.*

*The new bus station is to be slightly smaller than before it will be safer and more attractive for passengers to use. In the future buses will be discouraged from laying over for long periods within the bus station increasing the turnover of the bays allowing it to handle a similar number of bus movements per hour.*

*Nottingham has always relied on a combination of bus stop provision on-street and within bus stations and this will continue. The roadscape proposals include concentrating the provision of on-street bus stops on the western part of Canal Street and on Carrington Street. The close proximity of the Station, on-street bus stops, bus station will facilitate easy interchange between trains, the tram system and buses in the area.*

*Unlike many other areas, due to ongoing policies of the Council, including the Workplace Parking Levy and associated investment, public transport use in Nottingham is continuing to increase.*

***Impact upon view from the Old Meadows (Councillor Edwards)***

*The Council House dome is viewable along Beauvale Rd from its junction with Bathley St, but this would be uninterrupted by the proposed development. This has been checked and it has been verified the Council House dome is viewable along Beauvale Rd from its junction with Bathley St, but this would be uninterrupted by the proposed development.*

***Future proofing car park for electric vehicles (Councillor Edwards).*** Scheme provides charging points for 63 vehicles and it is understood this could be further extended.

***Design related (Councillor Edwards)*** The comments regarding the south elevation and the challenges of design quality and cost effectiveness noted. With regard to the first point, as set out in the report the design has been the subject of a lengthy iterative process and the LPA is satisfied with the outcome of this. The challenges of maintaining the design quality and cost effectiveness are for the project team but the LPA will play a role in this through the approval of the details which are required by condition.

***Air quality (Councillor Edwards, Notts. Campaign for Better Transport and local resident)***

*The potential impacts of the development upon air quality are acknowledged and a condition is recommended requiring an air quality assessment of the contribution and impact of the development on the air quality in the area to be submitted and approved prior to the commencement of development.*

***Questions about decision on this application impacting upon LPAs ability to defend future planning decisions on appeal elsewhere in city centre (Councillor Edwards).***

*The various scenarios have been considered and, as LPA, the view is that the recommendation to grant planning permission for the Broadmarsh application is properly justified and there are specific, individual circumstances which could be demonstrated, if it proved necessary, in the event of defending possible future*

*appeals. As such the view is that the LPA would not undermine its future position at appeal elsewhere in granting planning permission for this proposal.*

#### *Integrated Heritage Impact Assessment*

*The content of the report with specific reference to the impact of the view of the Council House dome from Carrington Street has been reviewed. This provides a reasoned approach to the consideration of the significance of this view which is agreed. In summary this confirms the view set out in para 7.7 of the report that that the impact of the development on this specific view of the dome would constitute less than substantial harm to a heritage asset, and that the overall public benefits which would accrue from the development as a whole, would outweigh this harm.*

Additional background papers (Two emails from Councillor Edwards 14.02.2018 and 20.02.2018, Comments from the Notts. Campaign for Better Transport received 20.02.2018, Comments from local resident received through ER casework system Integrated Heritage Assessment

#### **4c Avenue D And Avenue E, Sneinton Market**

Amended plans have been submitted which show the addition of a window reveal within the south west facing gable of the new three storey building.

As advised in the committee report, re-notification letters relating to the amended scheme, were sent out on 7<sup>th</sup> February 2018. One representation has been received to date, which reiterates points previously raised.

The deadline for representations is 21<sup>st</sup> February 2018.

A protected Species Survey has been received. This indicates that the existing buildings on the site have either negligible or low potential for bat roosts, but recommends a further emergence and activity survey in April or May prior to any work commencing.

***Whilst it would have been preferable to include a glazed window within the south-west facing elevation, the developer has submitted drawings to demonstrate that this would be problematic due to the position of the lift. It is felt that the inclusion of a recessed reconstituted stone panel, which emulates the scale and proportions of the windows within the gables of the original market buildings, is sufficient to add interest to the gable without compromising the internal layout.***

***The issues raised in the letter of objection have been raised in previous correspondence and are addressed within the main committee report.***

***It is considered that the protected species survey and mitigation strategy required by the recommended conditions are appropriate to safeguard against the possibility of harm to bats.***

Additional background papers (Emails dated 16.2.18 and 20.2.18 with amended plans attached.)

#### 4d

#### Site Of Popham Court, Popham Street

- a) The following comments have been received from the ward councillor, Cllr Edwards:
- i) Residents have lost a playing area (although this was not allocated as such in any local plan) and a new play area was once promised by a Portfolio Holder when ward members were first consulted. Hope the college, residents and perhaps the Contemporary Gallery can work in partnership to meet some of the needs of residents, especially families with children
  - ii) Seek assurance that construction noise and working hours are adhered to much better than have been for the new road
  - iii) The college has the potential to be a significant attraction for users of the buses (the one hoped for additional tram stop has been lost) and proper emphasis should be placed on bus stops for existing services that run past the site and for others that might be created or re-directed to serve the site (perhaps on Canal Street)
- b) The following comments have been received from the Narrow Marsh Residents Group:
- i) Have requested that a point of contact be provided to local residents during the construction works and that construction hours be restricted to 8am -6pm Monday to Friday, and 8am – 2pm on Saturday with no working on Sundays and Bank Holidays. They have also requested that construction traffic should avoid the residential area and that special consideration be given to Narrow Marsh House and the Nottingham Contemporary.
  - ii) Garners Hill footpath from Cliff Road and Sussex Street should remain open.
  - iii) Parking metres on Cliff Road should be suspended to offset lost permit spaces and that parking arrangements for construction staff and during operations should be confirmed prior to construction.
  - iv) Adequate instructions should be provided to service vehicles to ensure that traffic is directed away from residents.
  - v) Provide a manned security gate, and submit a site traffic management plan.
  - vi) Signage should be provided around the site identifying construction zone, delivery zone and crane lay down areas. Roads should also be swept to be kept free of construction debris. Speed limit signs should be provided and roads/footpaths appropriately maintained.
  - vii) In the long term Cliff Road should be permanently closed, Drivers should be discouraged from using Cliff Road to drop off and pick up shoppers and making deliveries to Broadmarsh Shopping Centre.
  - viii) Travel routes should be identified to mitigate impact to local residents from students on the Pemberton Street site, Catch-22 on Poplar Street, residents from Framework on London Road and spectators to the Ice Arena.
  - ix) Deliveries to the College when operational should be from New Popham Street only, delivery hours should be restricted to 8am -6pm Monday to Friday and 8am to 2pm on a Saturday, with no deliveries on Sunday or Bank Holidays.

- c) The applicants have requested the provision of Saturday deliveries to the College which would require alterations to draft condition 24.
- a)
- i) *As noted, this was not a formal open space/play area. However, the scheme has been developed to incorporate a large area of public realm at the northern end of the site which contains a substantial element of soft landscaping and will be accessible to all.*
  - ii) *Such assurance has been provided by the College, who are anxious to be a good neighbour. Their intention would be to provide a package of mitigation measures as part of the Construction Management Plan, the details of which are required by condition. The College are open to what measures this should include, but they are suggesting a designated contact to handle any concerns that are raised.*
  - iii) *This comment is noted and will be relayed to the Council's relevant Traffic and Transport teams.*
- b) *The comments received from the Narrow Marsh Residents Association have been shared with Highway colleagues, who are aware of the requests made in terms of traffic management in the area both during construction and the operation of the College. Draft conditions 2 and 3 require the provision of a noise and dust management plan, and a construction management plan, the information to be provided will cover hours of working, mitigation measures to reduce disturbance to local residents and also management of construction traffic and traffic movement associated with site operatives. The matters raised by the additional comments in regards to residential amenity and traffic in the local are also addressed in Paragraphs 7.17 to 7.19, paragraphs 7.23 to 7.25 and paragraph 7.29 to 7.32 of the Committee Report.*
- c) *It is suggested that draft condition 24 be altered to enable deliveries on a Saturday between 8am and 2pm.*

Additional background papers (Email from Cllr Edwards, 20.02.2018)

#### 4f **Site Of Warehouse Rear Of 369 Haydn Road**

Amended plans have been submitted which show a revised porch design and the addition of front boundary enclosures where access for parking is not required. The images of the gas lantern streetlights have also been removed. These are reflected in the latest presentation images.

***The revised porch design is considered an improvement upon the previous proposals and the addition of front boundary enclosures would help to define the plots and provide increased security. The street lighting depicted on the original images would not have met adoptable standards. The revised proposals are considered acceptable.***

Additional background papers (Emails dated 16.2.18 and 19.2.18 with amended plans attached.)