

**WEST BAR**///

DESIGN AND ACCESS STATEMENT



An aerial photograph of a city, likely Pittsburgh, showing a dense urban landscape with various buildings, including several prominent church spires. The foreground features a grassy hillside with a metal railing. The sky is blue with scattered white clouds and a few wispy contrails. A large, white, serif 'S6' is superimposed over the upper half of the image.

# S6

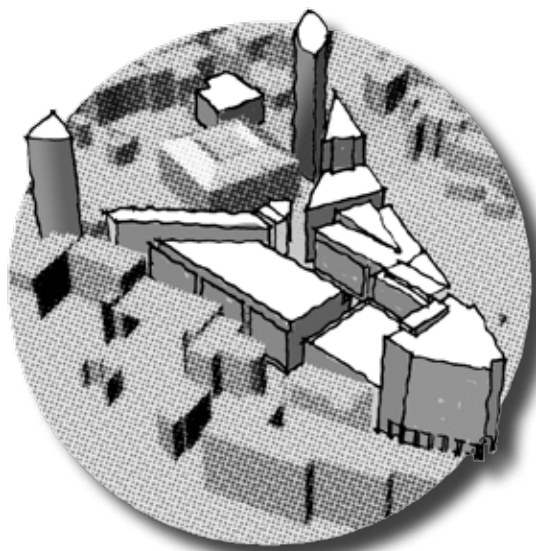
Design Code







# 6.1 The Regulatory Plan



In which we describe the parameters of the masterplan and the relationship between the illustrative architectural work and the outline planning application.

It is important to remember that this Design and Access Statement describes an outline application. We are seeking consent for the masterplan and the parameters that it establishes but not for the architecture of the buildings or the detailed design of the public realm. While the schemes described in this document represents the current intentions of the developer and various elements (particularly relating to the towers) are likely to be conditioned, it would be a mistake to set the design of all of the buildings in stone. The masterplan will be developed over a number of years and during that time circumstances and markets will change and the masterplan needs to retain a flexibility to respond to these changes.

The application includes *Regulatory* proposals that are to be fixed as part of the planning application and *Illustrative* proposals that show how the plan is likely to be developed but which will not be fixed until the reserved matters applications that will be brought forward individually for each building.

Much of the material in this design and Access statement is illustrative. However there is a fixed core to the masterplan that is common to all of the illustrations and which is to be fixed in the outline consent. This is described in the plan to the right and described in the

Planning Framework. The elements to be fixed are as follows:

**Use:** The planning application includes a total quantum of accommodation allocated to different uses as set out on the table to the right. The application is for this total quantum but the uses are not allocated to individual blocks.

**The Building Line:** The masterplan has been precisely designed with regard to the position of the buildings and the scale and proportion of the streets and public spaces. The building line is therefore to be fixed in the application. The key building line is shown as the thick black line on the Regulatory Plan. All buildings must be built to within 0.5m of this line to ensure that the intent of the masterplan is achieved. The ground floor frontage is set back from this in many areas, also

shown on the Regulatory Plan. This is less critical with regard to the design of the spaces and it is suggested that there should be a 2m flexibility either way on the ground floor building line.

**Height and Massing:** The application also seeks to fix the massing of the buildings. The Regulatory Plan sets the height of each of the buildings in the plan. This is set out as an AOD and will be the height that the buildings appear in the plan. The height does however exclude plant that will be designed so as to minimise visibility from the ground. The parameters for the massing of buildings and the accommodation of plant is set out in the design and access statement. The massing includes set backs on the blocks facing the central square and on some of the other routes. These are also regulatory and are indicated on the plan.

**Active frontage:** A key part of the character of the scheme will be the extent to active frontage. The Regulatory plan indicates the area that will be active at ground floor. These areas will have extensive glazing and will include active uses

such as retailing, cafe, bar, restaurant, canteen, common room type uses.

**Access:** The access to the upper floor uses in each of the buildings is indicated on the Regulatory plan. This will determine the orientation of the buildings and the extent to which they animate the public realm. In addition to this access to ground floor active uses will be through the active frontages.

**Vehicle Access:** The regulatory plan indicates the proposed vehicle routes through the masterplan and the points at which access will be taken to the car parking.

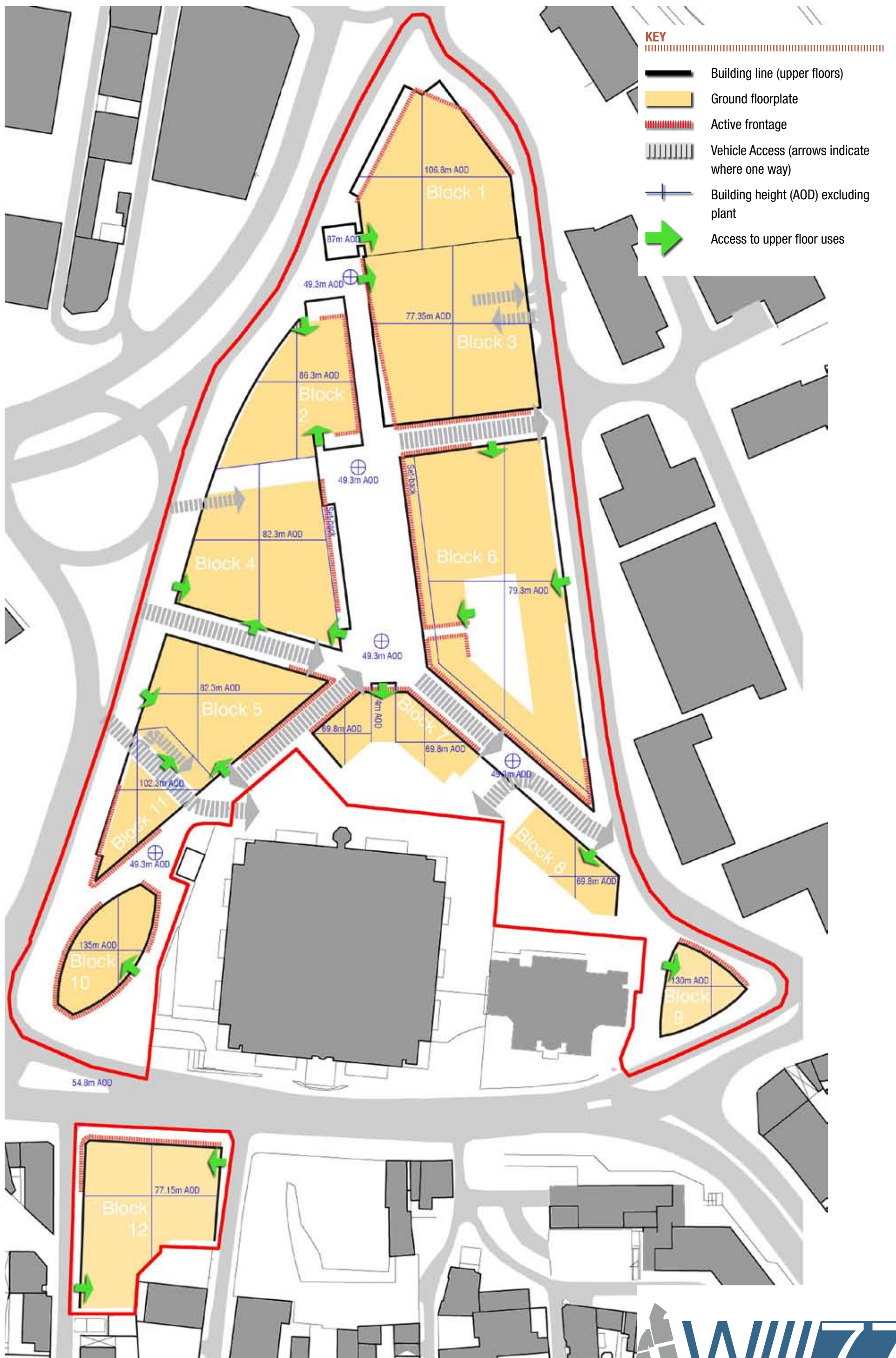
For each of the buildings in the plan illustrative material has been prepared by the design teams forming on the plan. These are included in Appendix 2 and describe the current state of design on each of the buildings. In the following section we interpret the regulatory plan for each of these blocks. This includes the above issues as well as the appointed architect for each block and the urban design issues identified in the design development work.

The application includes *Regulatory* proposals that are to be fixed as part of the planning application and *Illustrative* proposals that show how the plan is likely to be developed



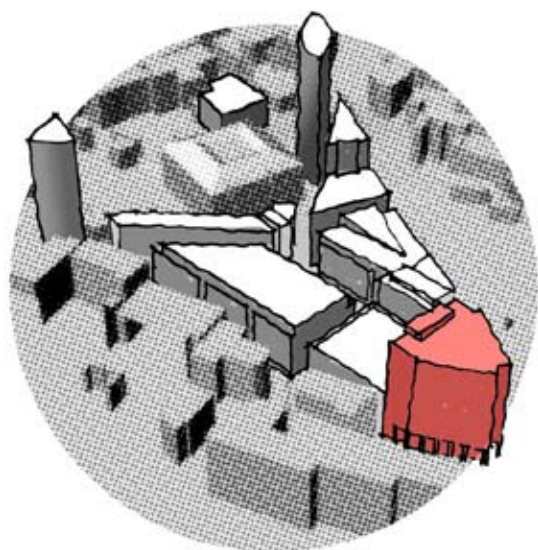
USE	TOTAL M <sup>2</sup>	TOTAL sqft
<b>Active Uses</b>		
A1 Retailing	6,791	73,102
A3/4 Restaurants, cafes and Bars	4,058	43,677
<b>Total Active</b>	<b>10,849</b>	<b>116,779</b>
<b>Employment</b>		
B1 Business	81,139	873,369
C3 Small business at home	955	10,280
D1 Hotel	5,052	53,379
<b>Total Employment</b>	<b>87,146</b>	<b>937,028</b>
<b>Residential</b>		
C3 Residential	44,272	476,545
Student Accommodation	13,124	141,265
<b>Total housing</b>	<b>57,396</b>	<b>617,810</b>
<b>Parking</b>		
Multi-Storey (spaces)		1,074
Basement (spaces)		107







## 6.2 Block 1



This is the first of the sentinel towers conceived at the three entrances to the citadel. It is the lower of the three towers and will create an important landmark on the IRR.

**B**lock 1 is proposed as an office scheme with active ground floor uses. It performs an important landmark function at the northern end of the site and is also part of the composition of three towers that is central to the masterplan. The illustrative scheme has been developed by Allies and Morrisons architects. It includes a double height ground floor of active uses and an office mezzanine. Above this is 12 floors of office space with a double two floor set back at the top of the building. The offices are built around a central atrium at first floor level.

### REGULATORY ELEMENTS

**Architect:** Allies and Morrison.

**Use:** Planning consent is sought for office use on the upper floors (approximately 24,508m<sup>2</sup>) including with foyers and ancillary space on the ground floor along with 599m<sup>2</sup> of active ground floor uses (A1,A3,A4).

**The Building Line:** The site is triangular in shape and the building will be developed to a building line that relates to the frontages of Block 3. The building line to the IRR is set 5m back from the kerb with a 3m deep double height arcade. The scheme will also include a Campanile that projects forward of its western elevation to close the vista northwards through the site.

**Height and Massing:** The building sits on a 9.5m, double-height base above

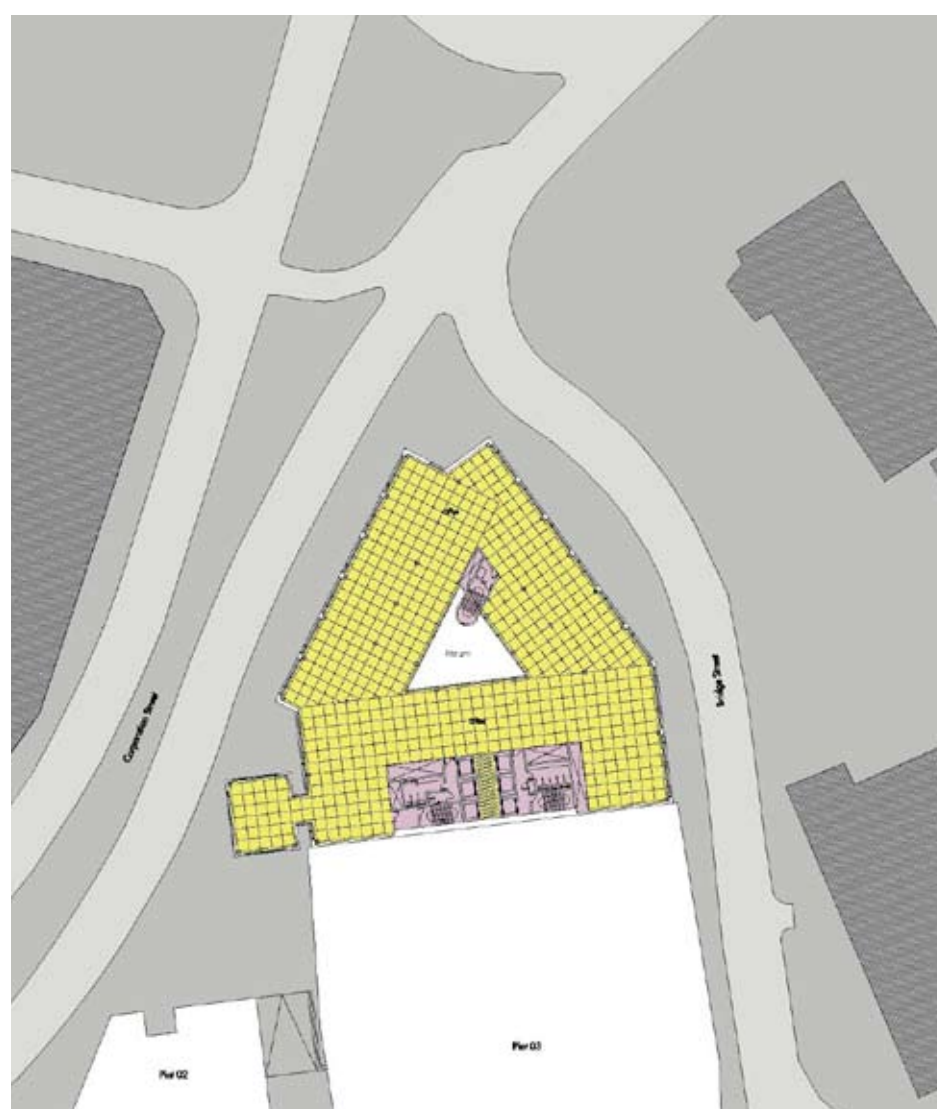
which are 12 floors of office accommodation. This gives a total height of 57.5m excluding plant (measured from the predominant scheme ground level of 49.3m AOD). It is anticipated that plant will add another 5m to the height of the building. However this will be designed to minimise its visual impact. The Campanile is lower in scale including 7 floors of accommodation over a double height base giving a total height of 37.7m.

**Active frontage:** The scheme will provide active frontage on all of its western elevation and at least half of its eastern elevation. This will relate to the ground floor bar/restaurant use as well as the foyer to the offices.

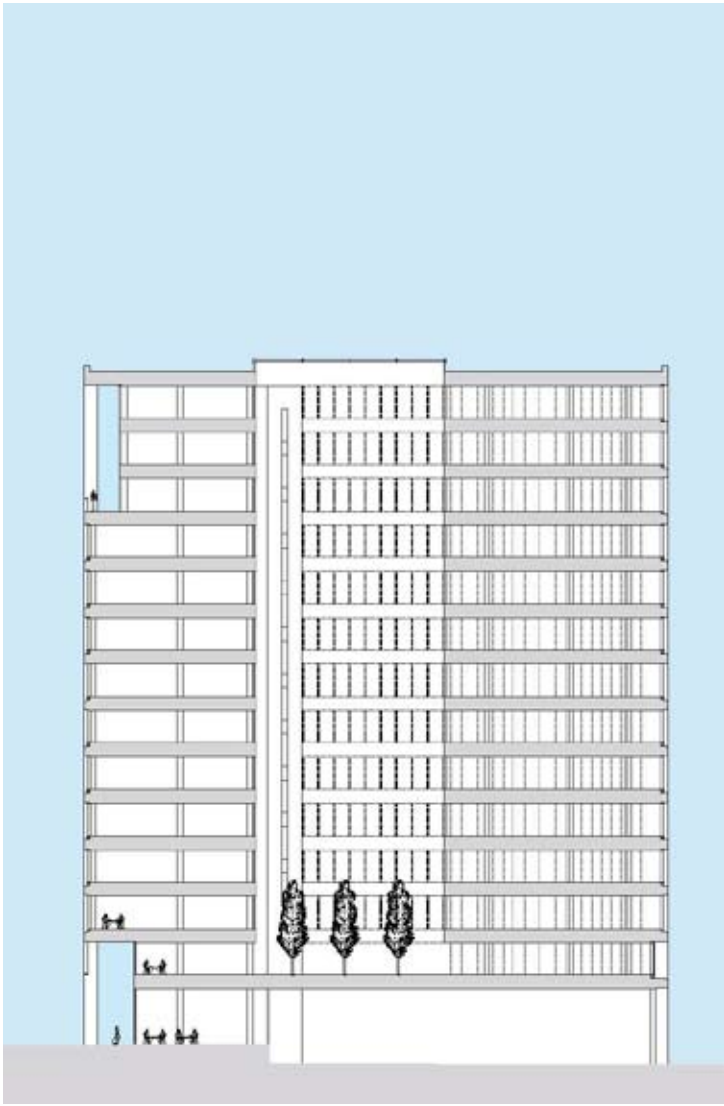
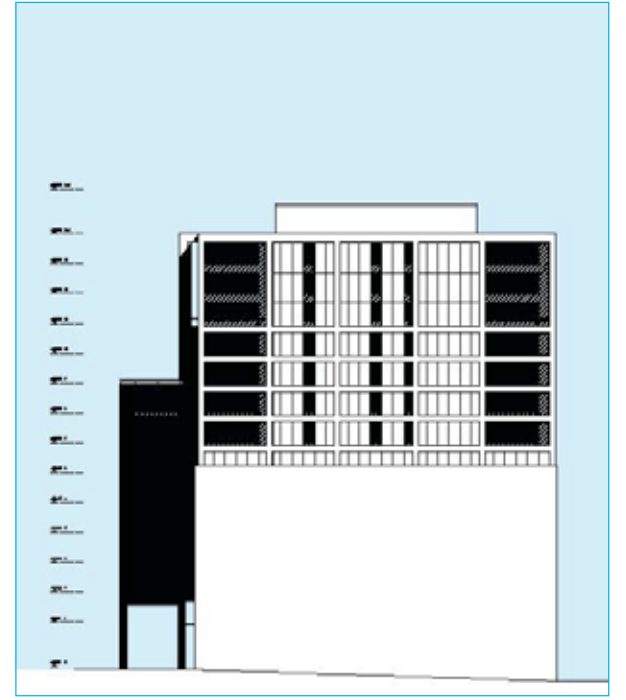
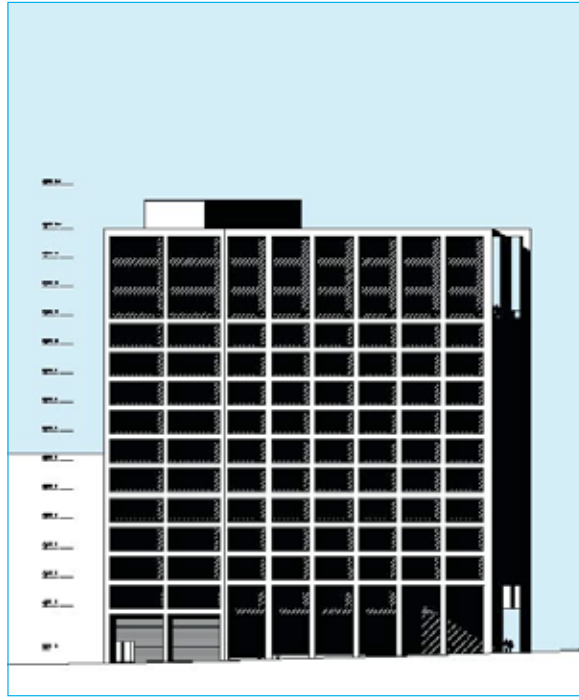
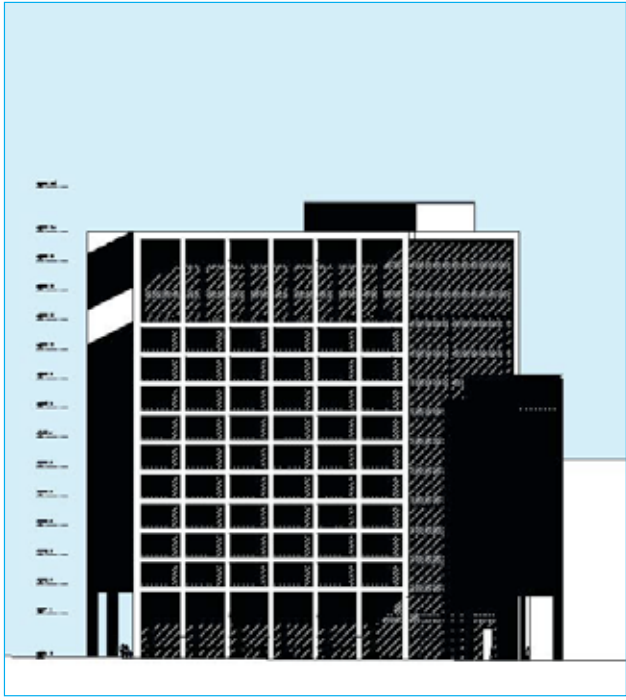
**Access:** Access to the office space is via an entrance positioned under the Campanile. Service access is from the east. The active uses will be accessed from their frontages.

**Views:** The Campanile also plays an important role in terminating the main view northwards through the site. In terms of the design of the building the key is to retain a tower-like character by using the design of the building to minimise its apparent bulk.

**Urban Design:** This plot is key as it marks a corner of the scheme and thus must break with the Citadel form to exacerbate the edge. Whilst doing this it must be careful to not overpower with its massing as it also has to encourage movement into the scheme.

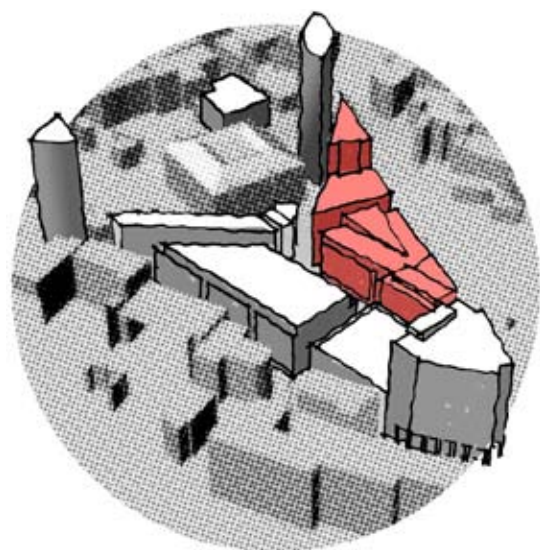








## 6.3 Block 2,4,5 and 11



This block provides the largest office floorplates in the masterplan and has been designed to provide a potential headquarters building while integrating into the fine grain of the masterplan

**B**locks 2,4,5 and 11 have been conceived as one arrangement although they are designed to read as separate buildings. This is the main opportunity on the site to accommodate a headquarters office function and the blocks have therefore been designed so that they could operate with a single occupier or be split up for occupation by a series of users. The Blocks are the only ones with a basement car park. The ground floor provides a mix of foyer and reception spaces and active uses facing onto the routes through the site and the central square. Above this the central part of the building has seven floors of office with the building rising at either end in response to the towers.

### REGULATORY ELEMENTS

**Architect:** Aedas Architects.

**Use:** Planning consent is sought for a total of 51,752m<sup>2</sup> of office space in the four blocks. This would operate as two buildings in terms of access, Blocks 2 and 4 and Blocks 5 and 11 will be linked over the access routes that run between them. Each of the four blocks include active uses facing onto the square and the pedestrian routes through the centre of the site. There is a total of 1,549m<sup>2</sup> of café/restaurant/retail space although part of this could be used for a staff restaurant.

**The Building Line:** The building line for the four blocks is fixed by the 8m set-back from the kerb on Corporation Street and the IRR, the width of the central square and the position of the route through the site. The building line to the square is set for the first to the sixth floor of Block 4. This is important for the scale and proportion of the central square. Block 4 includes a set back at ground floor to create an arcade in front of the active uses. It also sets back on its upper floors so that they are not visible from the central square to give it a 1:1 enclosure ratio.

**Height and Massing:** The ground floor of all of the blocks is 5m high to accommodate the active uses and foyer space. Above this the office floors are 4m floor to floor giving a total height (excluding plant) for the central part of the building of 33m from the square (49.3m AOD). Block 2 rises a floor above this to 37m to meet the Block 1 tower. Block 11 rises further still to Ground plus 11 storeys to create a second gateway tower to the south with a total height of 53m. The base of block 11 encompasses relates both to Corporation Street at 54m AOD and to the predominant site level of 49.3m AOD.

**Active frontage:** These blocks will provide active frontage to the routes running through the scheme and the central square. In addition to this Block 11 provides active frontage to Corporation Street and Block 2 will provide an active frontage to Kelham Square. The office foyers to

Blocks 4 and 5 are through spaces that can relate to both the heart of the scheme and Corporation Street as well as animating the east/west routes into the site.

**Access:** The Blocks have been designed to maximise the amount of flexibility in their occupation and letting. Blocks 2,4 and 5 have their own reception spaces, main cores and fire escape. The Foyers to blocks 4 and 5 relate to the east/west routes from Corporation Street and it is likely that they will be accessed from both sides. Block 2 is accessed from either the central square or Kelham Square. Block 11 is functionally part of Block 5 and will be accessed from its foyer via the office floors that bridge over the routes from the courts.

**Vehicle access:** These are the only blocks in the scheme with basement parking. A total of 107 spaces are provided in a car

park that could be divided into two parts. For this reason two ramps are provided to access the parking on the northern elevation of Block 4 and the southern elevation of Block 5. In addition to this the route between Block 5 and Block 11 is the main access to the courts for prison vans as well as being a major service route into the site. The route between Blocks 4 and 5 provides an alternative service access.

**Urban Design:** This is potentially a very large block and needs to be designed in such a way it does not dominate the rest of the scheme. The four blocks will be visually separated in the design of the buildings with recesses marking the joins between Blocks 2 and 4 and Blocks 5 and 11. This will be achieved through the articulation of the architecture of the buildings rather than the artificial use of different architectural styles.



Lower Ground



Ground Floor



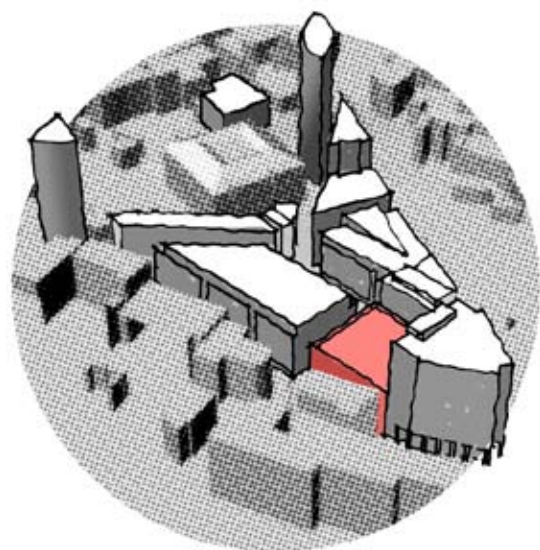
Typical Upper Floor







# 6.4 Block 3



This block provides the main car parking provision on site together with a retail ground floor.

It was decided early on in the scheme to accommodate the parking in a multi-storey car park as opposed to basement parking. Block 3 was selected as the least intrusive location to accommodate this parking since it does not have a frontage onto the main square or Corporation Street. The ground floor has however always been conceived as an active use so that it contributes to the public realm of the scheme. This creates problems for the car park because a ramp is required to get cars up above the supermarket. In early versions of the scheme this was incorporated into Block 1. However the application scheme has reduced the size of the supermarket so that the ramp can be accommodated within the footprint of the block.

## REGULATORY ELEMENTS

**Architect:** Chetwood Architects.

**Use:** Planning consent is sought for 1,761m<sup>2</sup> of active ground floor use. This is likely to be a small supermarket of no more than 1,000m<sup>2</sup> (10,000sqft) with the potential for a second retail unit on the southern elevation. Above this are 8 levels of parking (the top one on the roof) with a total of 702 parking spaces.

**The Building Line:** The site continues the building line of Block 1 creating frontages to Bridge Street and the northern and eastern routes from the square. The ground floor of the western elevation is cut back to create a wider pavement in front of the retail units.

**Height and Massing:** The retail units will have a 5.25m floor to floor height and the parking levels will be 2.85m floor to

floor. The top floor of the parking is on the roof of the building so that the apparent height will be 28.05m from the predominant scheme ground level of 49.3m AOD. The stair cores and fire escape serving the car park will rise above this level.

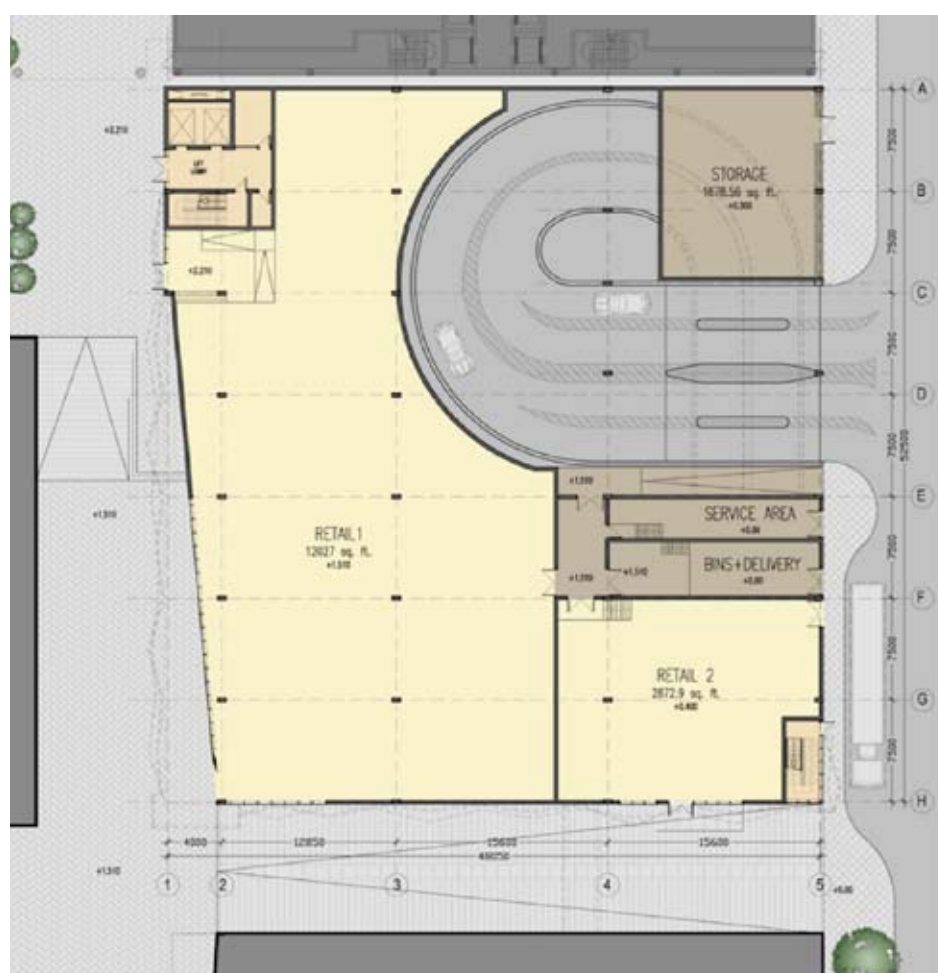
**Active frontage:** The scheme will provide active frontage on its western and eastern elevations to enliven the main pedestrian routes through the scheme.

**Access:** The main core serving the car park will be positioned in the north west corner of the block feeding people into Kelham Square. The retail unit will be accessed from the south west corner relating to the central square. There is an additional bridge access from the car park to the residential core of Block 6.

**Vehicle access:** The block provides the main car parking provision for the scheme with 702 spaces. This will

provide parking for the office accommodation in Block 1 and the Residential accommodation in Block 6 as well as visitors to the retailing and café/restaurant uses on the site. The ramped access to the car park will be from Bridge Street together with service access for the retail unit.

**Urban Design:** The block is one of the least prominent in the masterplan which is why it was selected as a car park. Nevertheless the design of the scheme needs to play a role in the Bridge Street elevation as well as the way that its south west corner relates to the square. The latter is likely to be marked with a piece of public art such as a light box that masks the car park and creates a feature when viewed from the square.

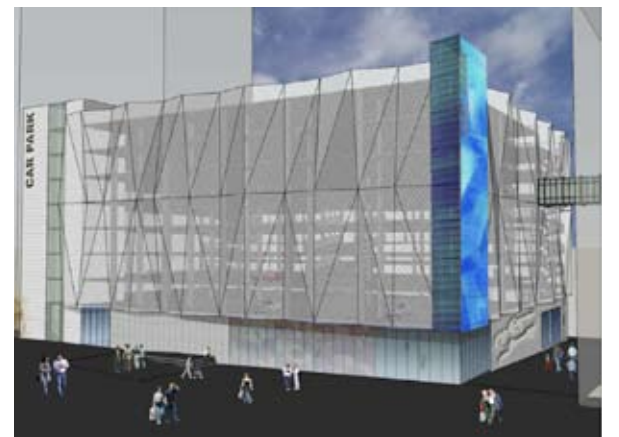
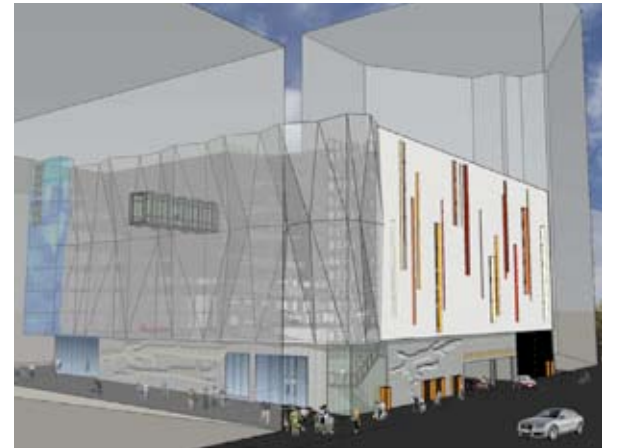
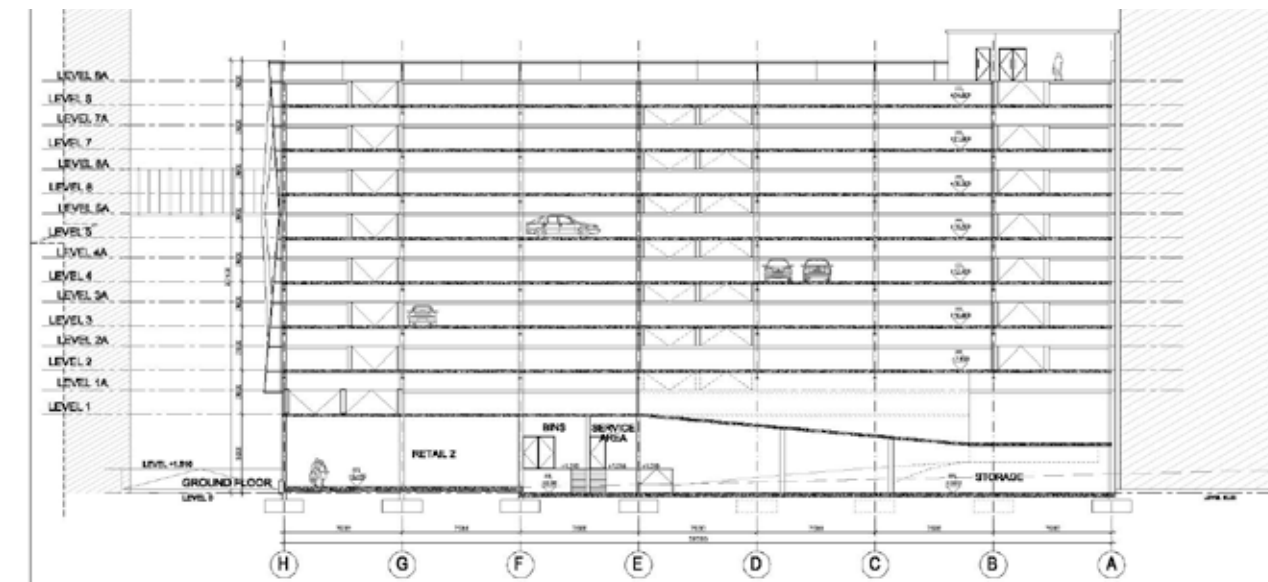
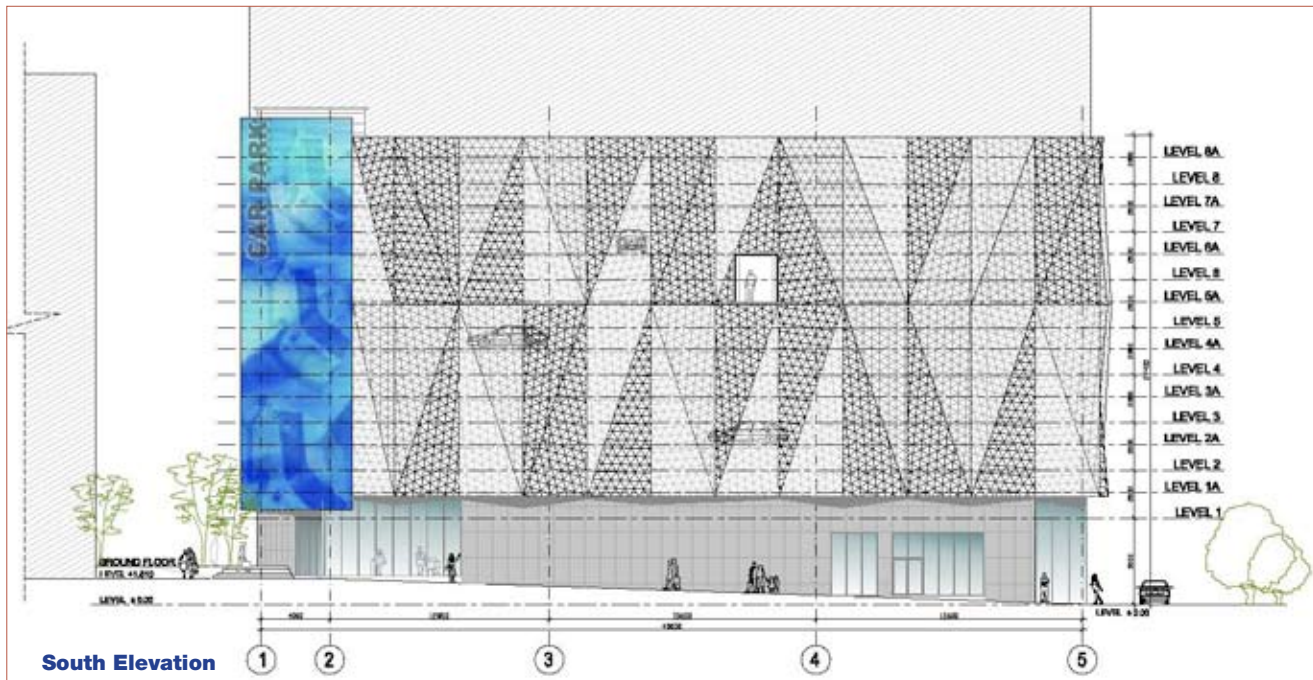
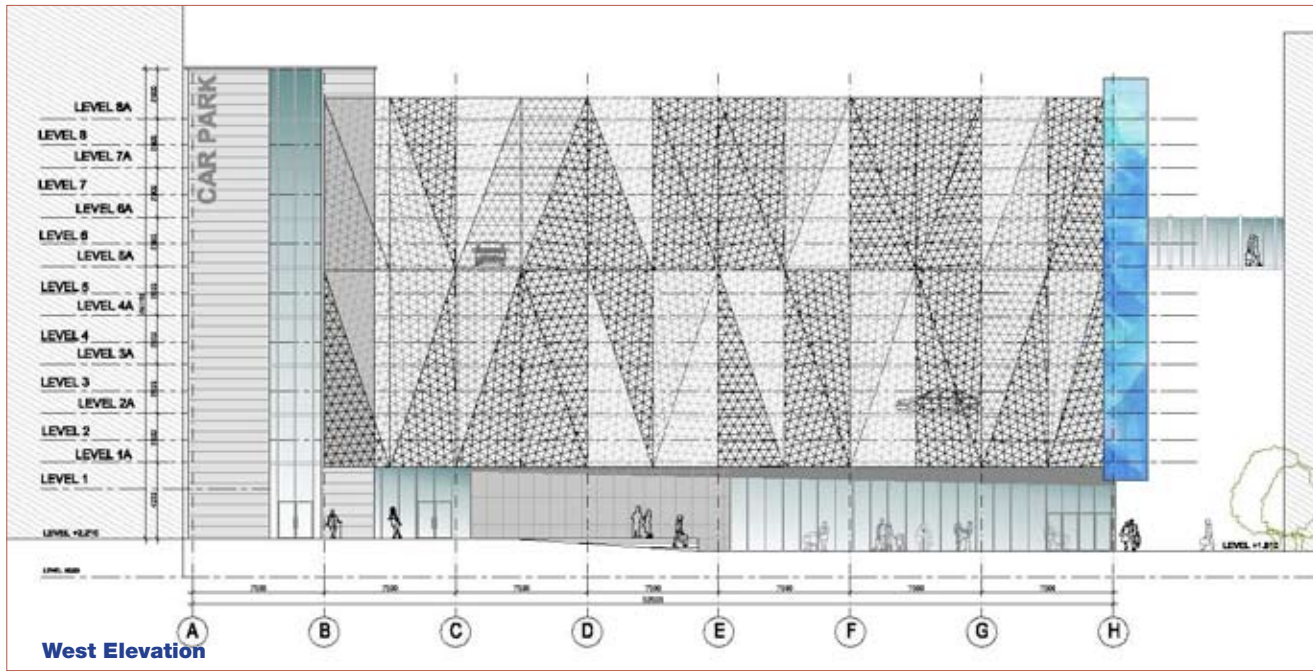


Ground Floor



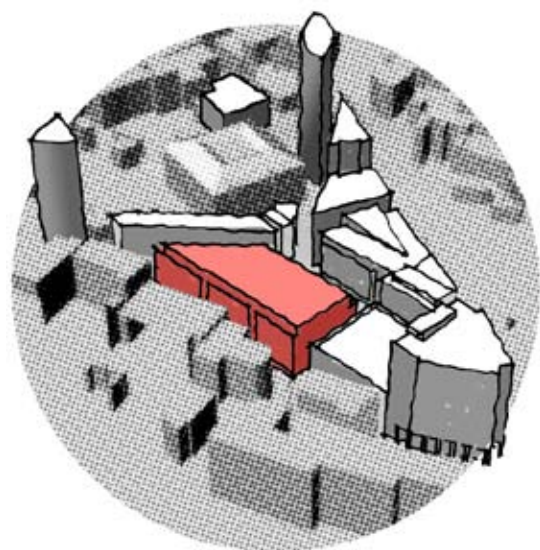
Typical Upper Floor







# 6.5 Block 6



This is a mixed use residential block with a retail / cafe base and workshops onto Bridge Street.

**B**ridge Street is more residential in character and the main building on this frontage is Block 6. This is a mixed-use block with a retail ground floor facing the central square and workshops (live/work units) facing Bridge Street. Above this is eight storeys of residential accommodation with a set-back on the top two floors to reduce the apparent height of the structure. The block has a split level courtyard. The southern part of the courtyard is at ground floor level and will provide a tertiary public route through the block. This is envisaged as a place for cafes to put out tables. The northern part of the courtyard is above the retail units and will be a private space for residents of the apartments.

## REGULATORY ELEMENTS

**Architect:** Glenn Howells Architects.

**Use:** The block is predominantly residential with 24,471m<sup>2</sup> of residential accommodation on the upper floors. This will accommodate around 339 apartments depending on the mix. The ground floor includes 2,197m<sup>2</sup> of active uses including retailing and cafe/restaurants. These have the potential to put tables out in the square and in the southern part of the block they can also use the internal courtyard. On Bridge Street the scheme includes 871m<sup>2</sup> of business space. This is to be C3 use class allowing for living and working in the same space. These units will front Bridge Street and could have shop windows.

**The Building Line:** The building line of the block has been set back on Bridge Street to allow a margin for street trees and parking bays. The building line to the routes north and south of the block and the square have been set precisely to establish the width and character of the

public realm.

**Height and Massing:** The building is 8 floors of residential accommodation over a 5.5m ground floor. This gives a total height of 30m or 79.3m AOD. In order to reduce the impact of this scale on the central square and the route to the south of the block the top two floors are set back. The set back is sufficient to mean that these floors will not be visible from the ground.

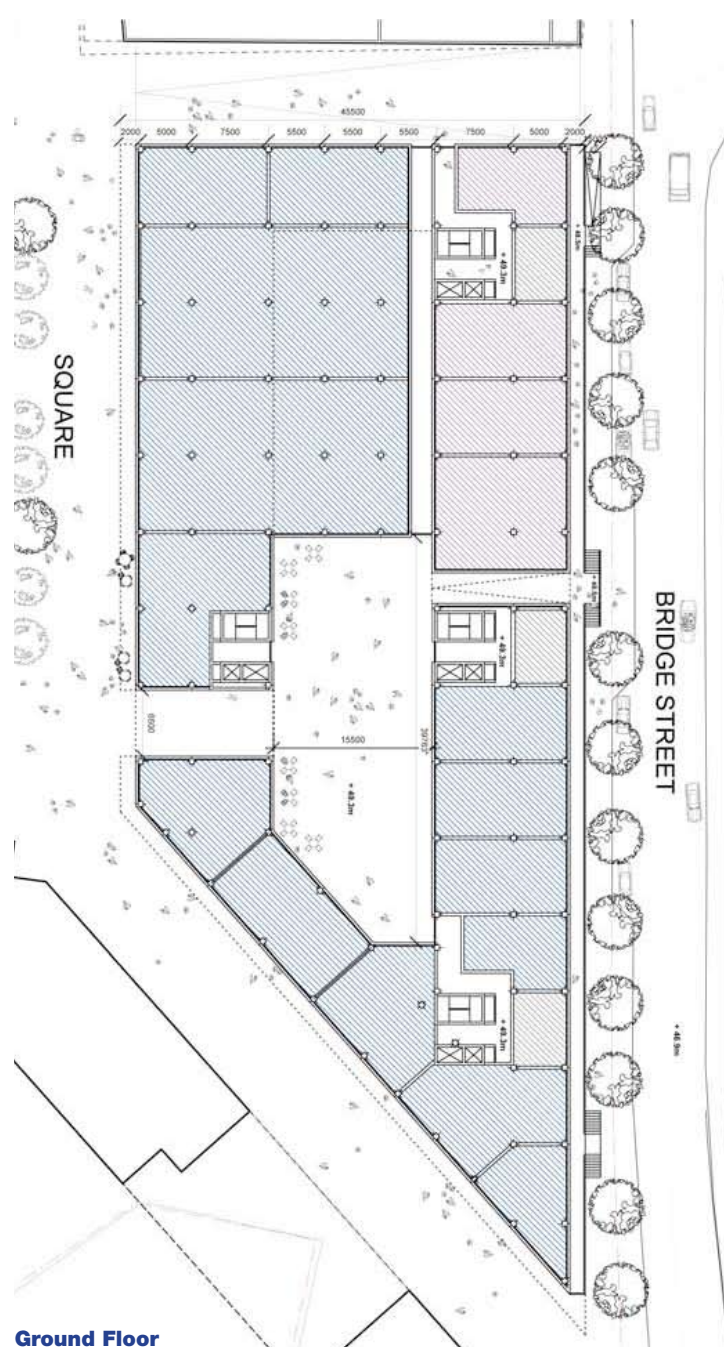
**Active frontage:** The scheme has been designed to have a continuous active frontage around much of its base. There will be active frontage to the square, to two thirds of the route north of the block

and to all of the route to the south. The Bridge Street elevation will be fronted by the workshops that will be designed with glazed frontages and the potential for shopfronts.

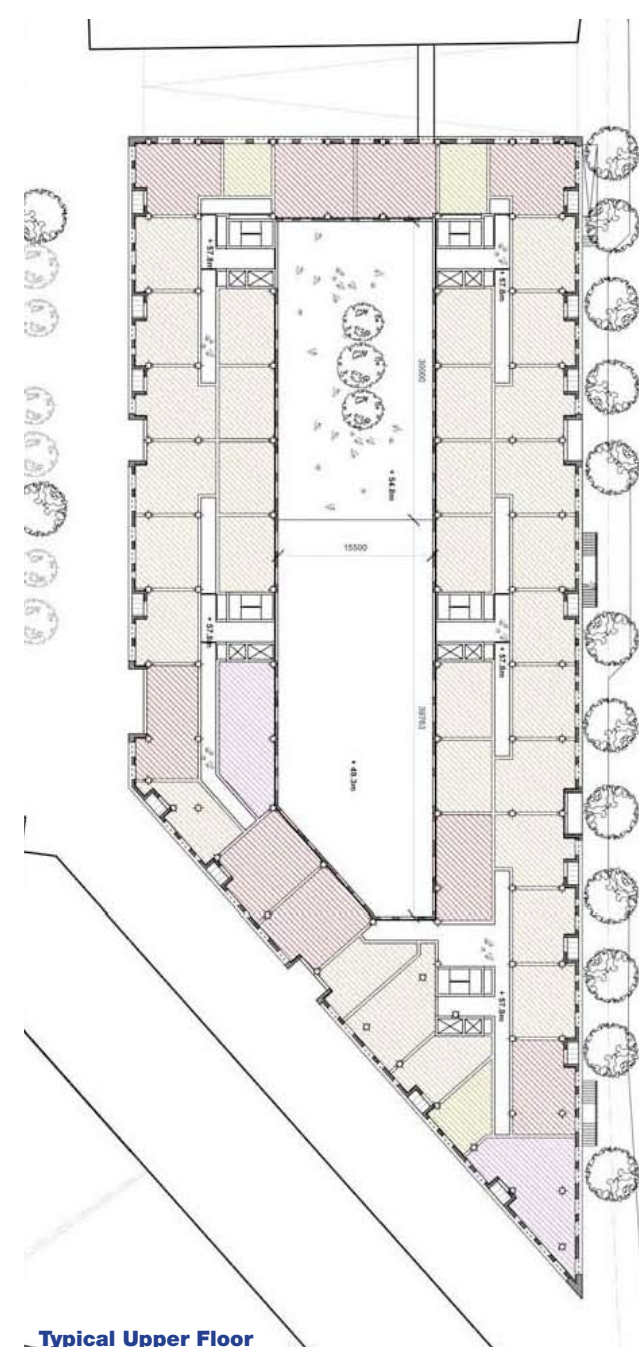
**Access:** Access to all ground floor space is from the frontage so that there will be doors all around the base of the block. The upper floor accommodation will be accessed from the central and northern cores on Bridge Street. The northern core will be linked by a bridge to the Block 3 multi-storey car park. The upper courtyard level will act as a circulation space giving residents access to the other cores.

**Vehicle access:** The parking for this site is accommodated in Block 3, accessed by a footbridge from the northern core. All deliveries and service access will be from the street.

**Urban Design:** This is a supporting cast building and the focus has been on achieving a well mannered set of elevations. These will be seen in perspective along Bridge Street and the Square so that their apparent length will be shortened. The vertical separation between sections of the façades is designed to emphasise this.



Ground Floor



Typical Upper Floor





East Elevation

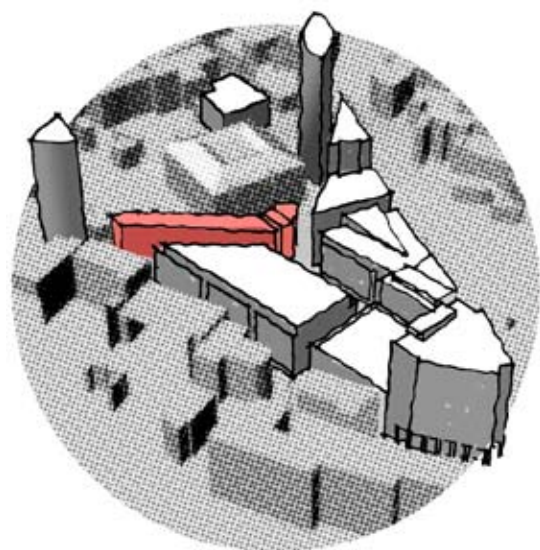


West Elevation





## 6.6 Block 7 and 8



This block plays an important role enclosing the key routes from the south into the site. It is proposed as either a hotel or office space.

No architect has currently been appointed for this block and this will be done in partnership with the council. One reason for this is uncertainty over the use of the block. It was planned as a hotel but there are concerns from the courts about this use so that consent is sought for either offices or hotel use. The block plays an important role in enclosing the two routes into the site from the south and is only made possible by a land swap with the courts. The base of the building will either be the public areas of the hotel or the reception and foyer of the office together with a small amount of retailing. The western wing of the building is intended as a home for the urban studio of the Sheffield School of Architecture. This would provide a town centre exhibition venue for the school as well as a basis for projects.

### REGULATORY ELEMENTS

**Architect:** To be appointed.

**Use:** The building includes 9,930m<sup>2</sup> of accommodation that will either be office or hotel space. This would equate to approximately 250 beds in a hotel. If the block is a hotel, the base of the building will be the active uses associated with the hotel, bar, restaurant, reception etc. If it is offices it will include the office foyer and 581m<sup>2</sup> of retailing. In addition to the the base of Block 7 is planned as an urban studio for Sheffield University School of architecture with up to 760m<sup>2</sup> of accommodation.

**The Building Line:** The building Line of the northern face of the block has been set precisely to produce the character and enclosure of the two routes into the site from the south. There is scope for the central section of the building facing the square to step forward to create a landmark feature.

**Height and Massing:** The height of the building has been set at 23.5m excluding plant. This will accommodate ground plus

6 floors of accommodation and has been pegged at this level to reduce the over-shadowing effect on the square. There is scope to increase the building height over a small footprint for the section facing the square to create a feature at the southern end of the space.

**Active frontage:** The aim is to animate as much of the building base as possible. This will include the hotel functions or alternatively the office foyer and a retail unit and the Urban studio.

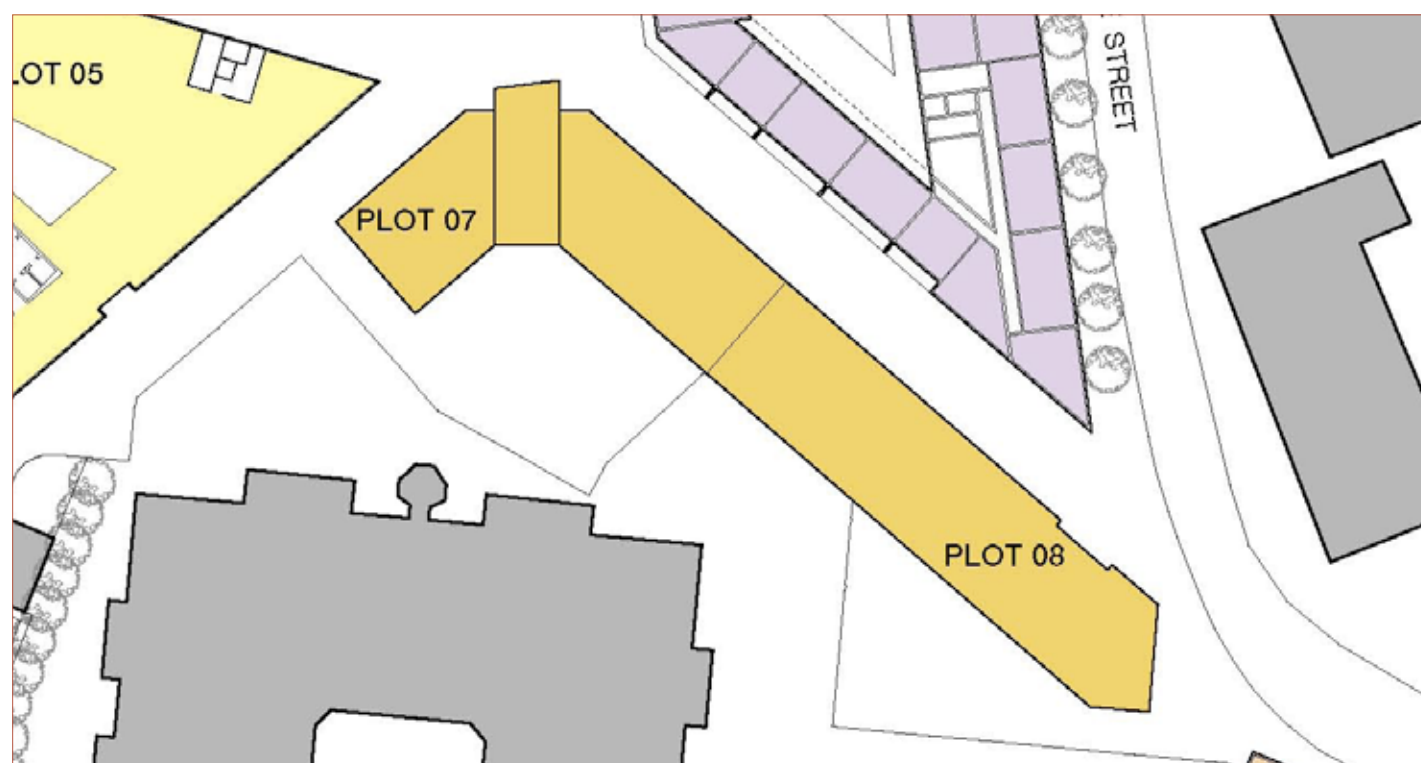
**Access:** It is anticipated that the main pedestrian access to the site will be from the square. A secondary access will be provided at the southern end of the scheme.

**Vehicle access:** There is no parking associated with the scheme. Access for servicing and taxi drop off will be provided from Bridge Street. The scheme also provides a vehicle access to the staff car park of the courts.

**Urban Design:** The main elevations of this scheme will be seen from oblique angles. They will provide an important backdrop to the site but will not be prominent. However the blocks will have two very prominent gables facing towards Block 10 and fronting Bridge Street. These must not be designed as blank walls. The central section of the building also plays a vital role enclosing the end of the central square. This section aims to create a focal point in views southwards across the square.

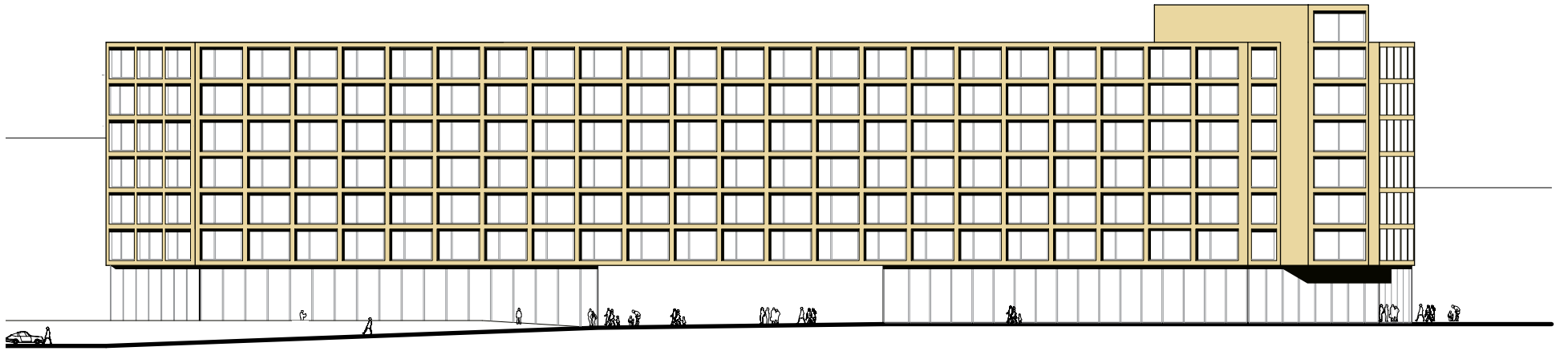


Ground Floor



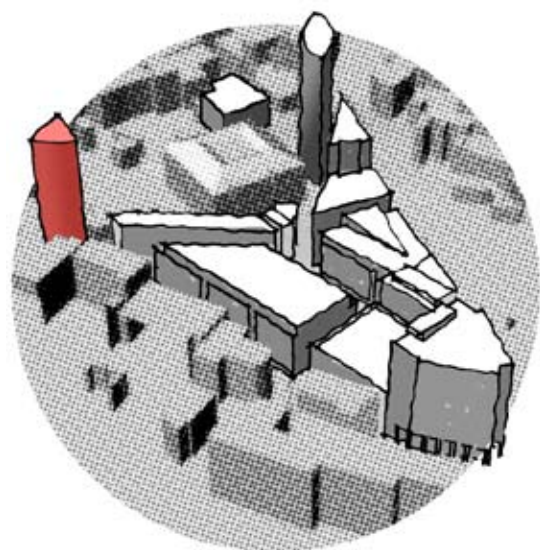
Typical Upper Floor







# 6.7 Block 9



This is one of the sentinel towers conceived at the three entrances to the citadel. It is proposed as student accommodation.

**B**lock 9 is one of the family of towers around the site (including Blocks 1 and 10). It marks one of the gateways to the citadel and will provide an important gateway to the site from the city centre as well as a landmark on the northern side of Sheffield. The use of the block is student housing and it has been designed as a triangular form with a group of study bedrooms on each arm of the triangle. The base of the buildings provides communal facilities for the occupants including a common room, laundry and cycle storage.

## REGULATORY ELEMENTS

**Architect:** Jestico and Whiles.

**Use:** The block is to be used for student housing and associated uses. The upper floors include 13,635m<sup>2</sup> of accommodation which will provide for 413 student bedspaces. The scheme includes a double height common room (in blue on the plan) and an active use unit (retailing or cafe) in the northern elevation (totaling 111m<sup>2</sup>)

**The Building Line:** The block is conceived as an object (as with Block 10) and sits at the centre of its side with three curving building lines around a triangular form. This relates to the building lines within the site as well as easing movement around the building.

**Height and Massing:** The tower is ground plus 24 floors. This includes one duplex floor with double height flats. The ground floor is 3m (with the cafe unit with a lower floor level) and the residential floors are also 3m. This gives a total

height of 81m excluding plant. When plant is included the height will be 83.5m (132.5 AOD). This is around 7m lower than Block 10.

**Active frontage:** The block will have an active frontage onto Bridge Street. The common room will also help to activate the frontage to West Bar. The service space on the plan shown below are partly below ground level because of the gradient of the surrounding streets.

**Access:** Access to the tower is from the public realm to the west of the scheme. This is a steeply sloping area and the public real plan provides for ramped access to this area. There will be street level access to the retail unit.

**Vehicle access:** There is no parking associated with this block. A loading/service layby is created on Bridge Street to accommodate deliveries and servicing.

**Urban Design:** As a tower the Block needs to be a design of the highest quality to create an iconic structure. This is difficult on the lower budgets provided by student accommodation but is the intent behind the Scheme designs. There will be a family relationship between the three towers and it is likely that the steel and glass inner skin of this tower will pick up the colour and materiality of Block 10.

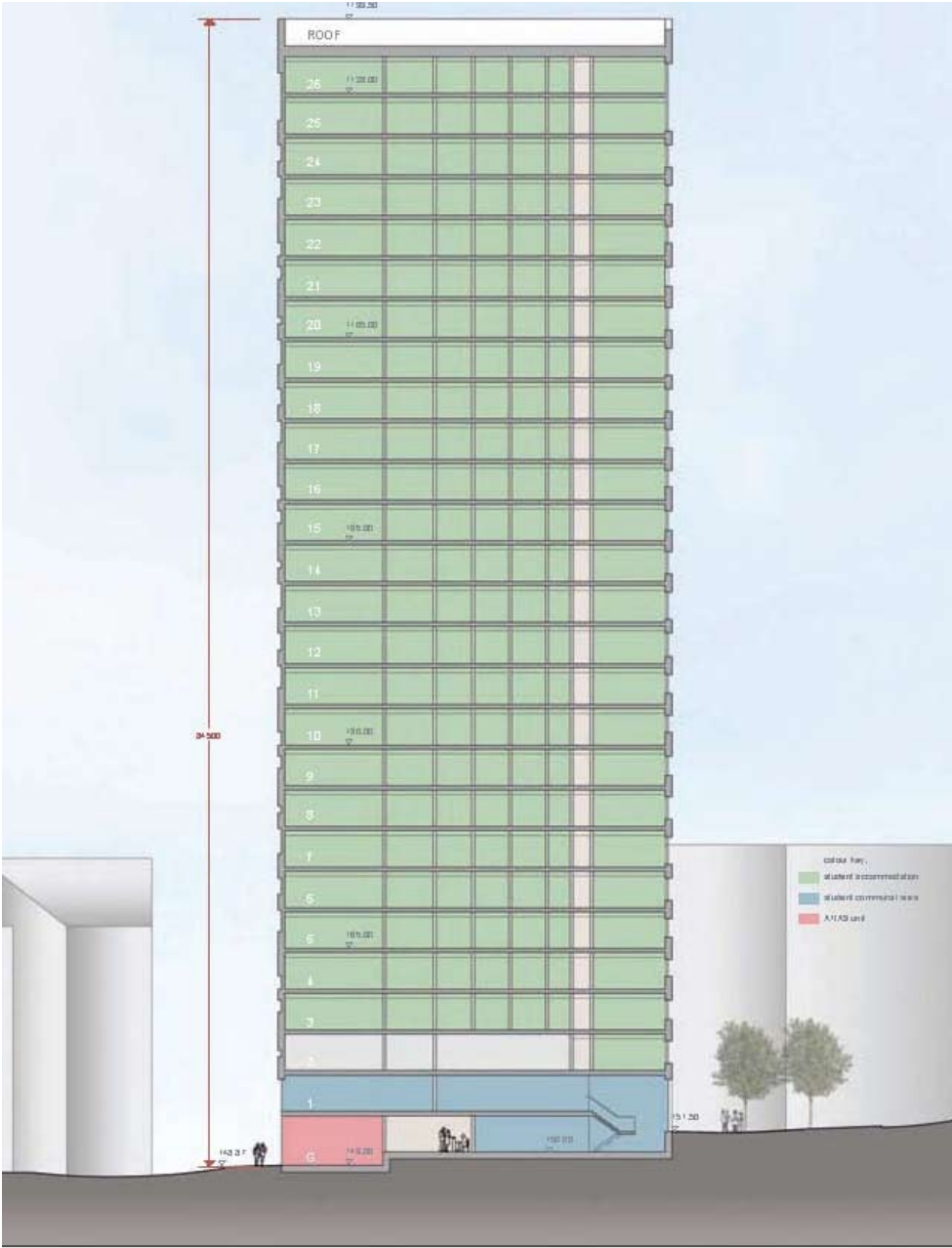
Ground Floor



Typical Upper Floor

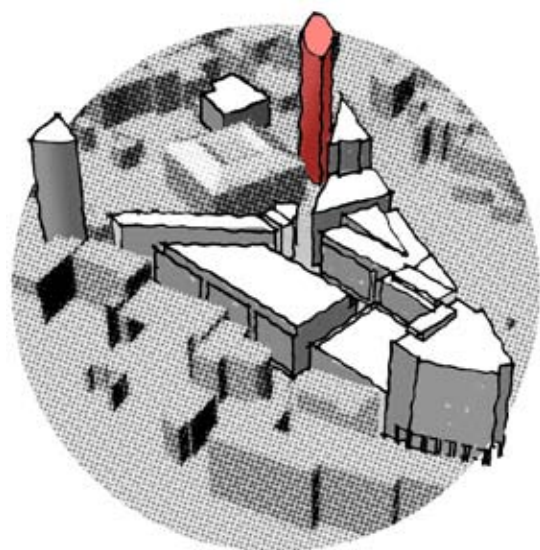








# 6.8 Block 10



This is the largest of the sentinel towers and creates an important landmark both for the site and for Sheffield. It has an active base but is otherwise residential.

**B**lock 10 provides an opportunity to create an iconic building to symbolise the regeneration of this part of Sheffield. The original concept for the citadel with sentinel towers at each entrance identified this site as the largest of the towers with the potential to create a gateway to the site from the city centre as well as the landmark on approaches to the city. The site falls within a tall building zone and in the development of the building we have considered a tower at up to 115m. However this has been reduced in order to ensure that it is not visible over the roof of the cathedral from the town centre. The block is predominantly residential with three levels of active use at its base. The lower level looks back into the site the middle level has a frontage to West Bar and there is a mezzanine level above this.

## REGULATORY ELEMENTS

**Architect:** Glenn Howells Architects

**Use:** The scheme includes 16,972m<sup>2</sup> of residential accommodation. The illustrative scheme shows 12 flats per floor giving a total of 288 units. The final number of flats will however depend on the mix. On the lower three floors there are 1,591m<sup>2</sup> of active uses. These are likely to be cafe/restaurant type uses which can populate the area around the tower with tables. However it is possible that part of the space is used for retailing.

**The Building Line:** The tower is conceived as an elliptical form and so does not follow the building line onto West Bar. In developing the masterplan we took the view that there was so little frontage available onto West Bar that it was better to create a strong building that would be visible from the whole of the street. The curving form of the tower is important

also to funnel people into the site.

**Height and Massing:** The active ground floor uses of the tower have an overall height of 14m. The lower level relates to the predominant site level of 49.3 and the middle level relates to the 54.8 datum of West Bar. Flights of steps on either side of the tower take up this level difference. Above this base the tower has 24 residential storeys rising to a total height of 86.5m excluding plant. The tower will remain under 90m tall (140.3m AOD) with plant so that it is not visible on key views over the cathedral.

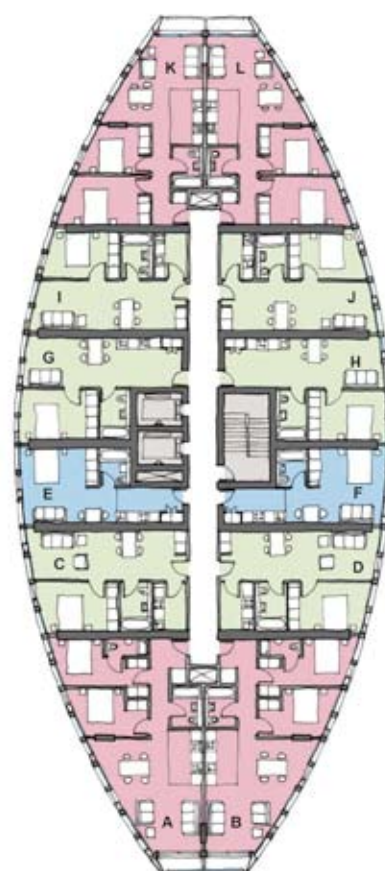
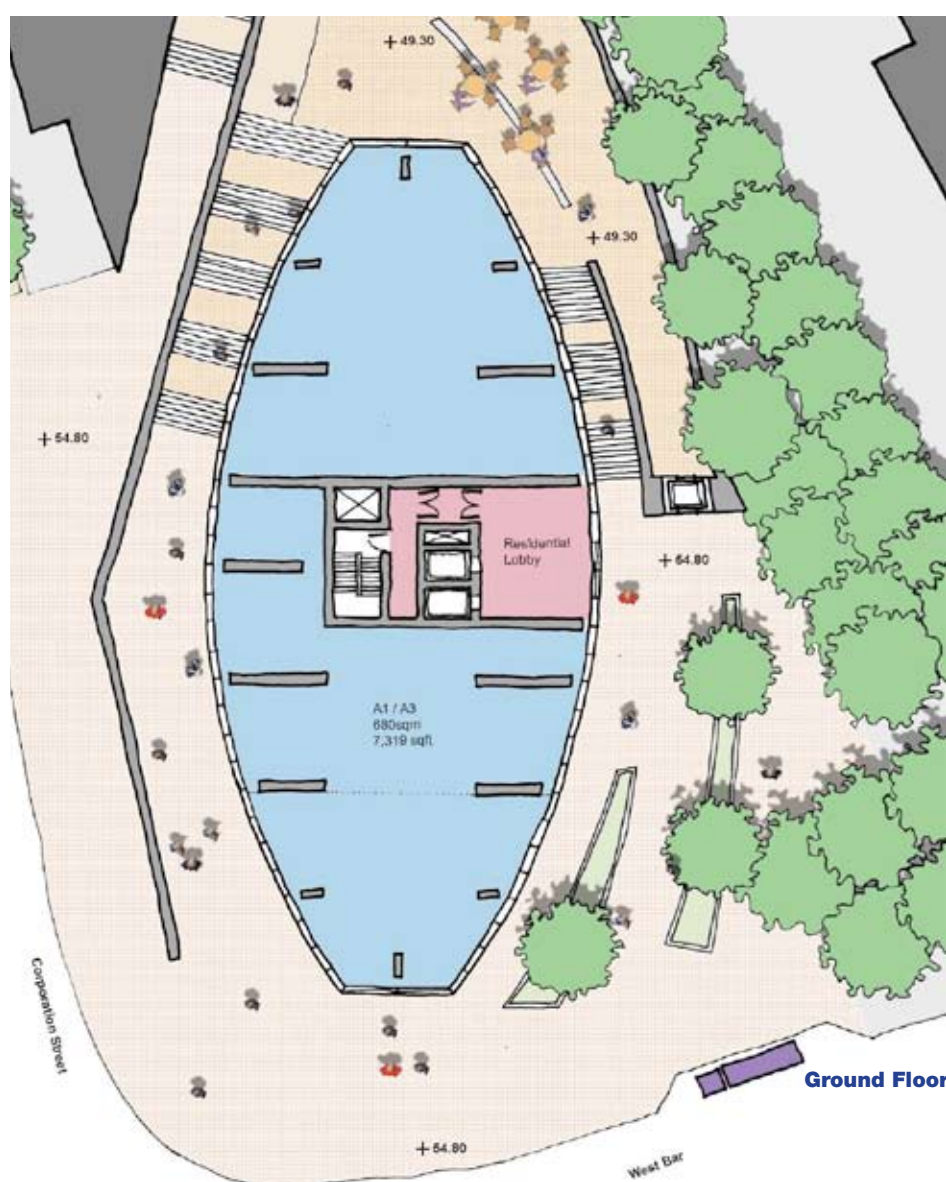
**Active frontage:** The whole of the base of the tower will be active frontage. It is likely that the ground floor unit will trade towards West Bar and a second unit will trade on the lower level towards the site.

**Access:** Pedestrian access to the tower is from the eastern side of the building into a single core. The main pedestrian

route around the site is intended to be to the west of the tower with the eastern side being more private where the cafes will put out tables. However pedestrian access will not be barred to the east of the tower. This access is via steps and a public lift is provided to the east of the tower to provide for disabled access.

**Vehicle access:** Parking for the site will be provided in Block 12. Service access and deliveries to the flats will be via the public realm area to the east of the block. Servicing for the active uses will be from the public realm with hours controlled by the management company.

**Urban Design:** It is important that the design of the scheme is of the highest quality. The scheme developed by Glenn Howells represents the scheme that will be taken forward and has been subject to design review.



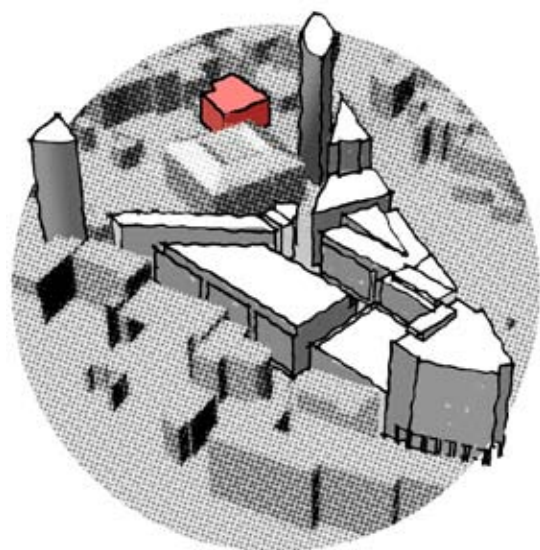
Typical Upper Floor







## 6.9 Block 12



This is the second multi-storey car park and stands to the south of West Bar. It will have a retail unit at ground floor level and will provide parking for Block 10 alongside general public parking.

**B**lock 12 on the southern side of West Bar is proposed as a second multi-storey car park for the scheme. This will provide parking for the residential tower Block 10 as well as general public parking serving visitors to the scheme and the wider town centre. The block is conceived as a mixed use building with a retail unit on the ground floor providing an active frontage onto West Bar and the northern section of Paradise Street. The building will be elevated in a manner that disguises its use as a car park. This however has not been subject to detailed design work and it is proposed that the block be the subject of an architectural competition.

### REGULATORY ELEMENTS

**Architect:** To be appointed.

**Use:** The ground floor of the block will accommodate a 1,653m<sup>2</sup> retail unit. This is envisaged as a showroom type use although an open retail consent is sought. Above this the carpark contains 372 parking spaces.

**The Building Line:** The building line on the southern side of West Bar has become very fractured. This block together with other planned developments on adjacent sites will go some way to repairing this. The building line has therefore been set to back of pavement on the three street frontages of the building.

**Height and Massing:** The car park is based on a split level layout with the first level benefiting from the slope on Paradise street. The car park floor to floor heights are 2.85m over a retail level of 5m. This gives a total height of 22.35m from a ground level of 54.8m AOD. As the long section on Paradise Street shows, this corresponds to the heights in the conservation area while also relating to the larger scale of the courts.

**Active frontage:** The scheme will have a continuous active frontage to West Bar that wraps around onto Paradise Street.

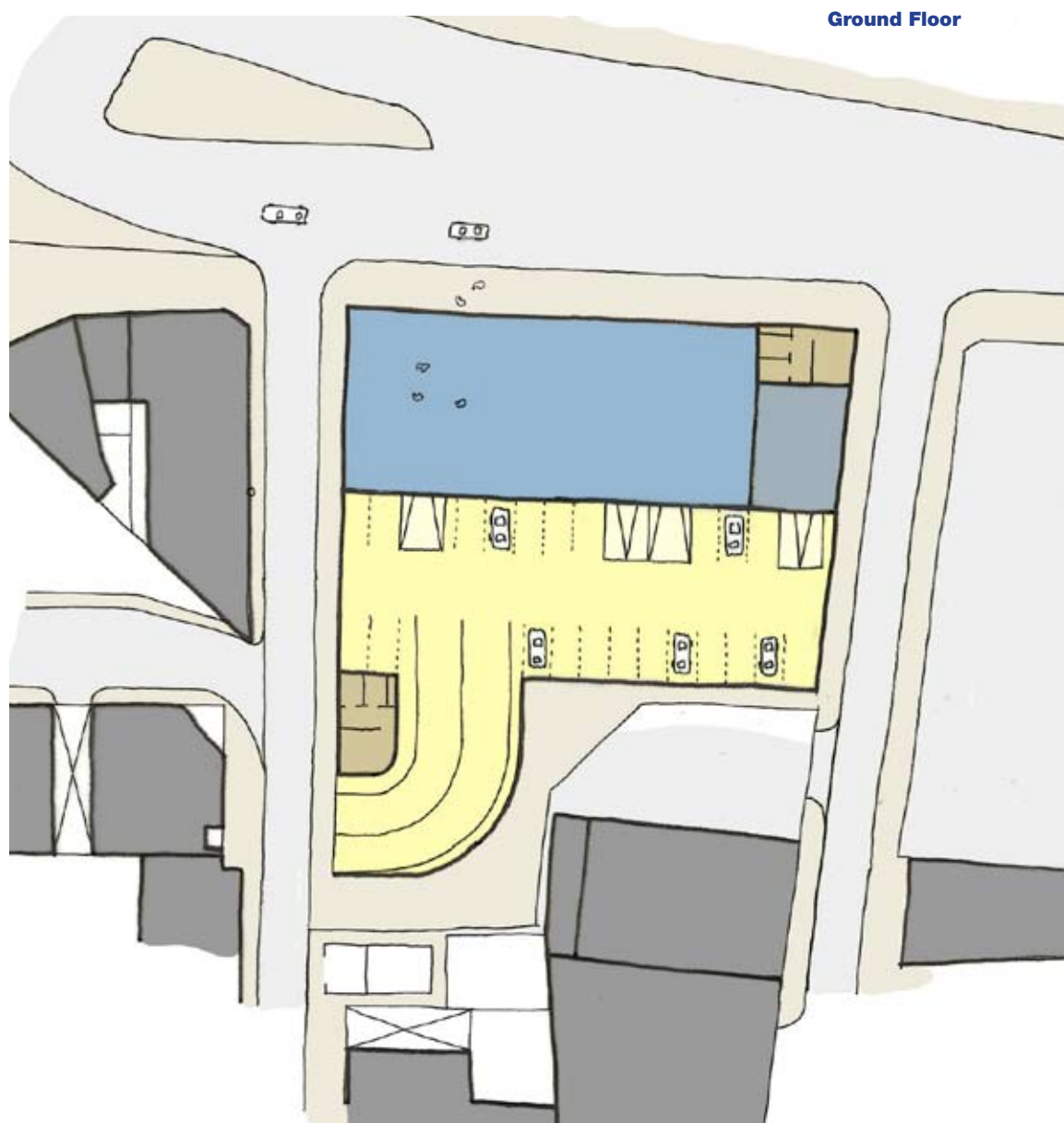
**Access:** The pedestrian access to the car park will be in the corner of West Bar and North Church Street. The escape core

and alternative staircase links to Paradise Street.

**Vehicle access:** Access by cars to the car park will be from Paradise Street. This takes advantage of the slope on Paradise Street and so reduced the size of the ramp required. This will be a two way access. Servicing for the retail unit will take place from North Church Street.

**Urban Design:** This is a supporting cast building and its role is to make a positive contribution to the repair of the townscape on the southern side of West Bar but not to be a feature building in its own right. The key issue will be the treatment of the elevation in such a way that disguises the car park behind.

Ground Floor



Typical Upper Floor

