

THE POTENTIAL SITES FOR DEVELOPMENT

BUS STATION

The location of this site is very good. It is large enough to cater for a leisure facility and it is very accessible. In terms of planning policy it would be feasible to use part of the site for leisure purposes, but it is anticipated that any redevelopment will need to be on a comprehensive scale incorporating commercial leisure or retail facilities alongside an enhanced bus and coach station facility.

Any development would have to be a high quality design, and therefore costly, and there may be concerns about a leisure facility of this type being able to meet these aspirations.

Despite the potential of this site it will not meet the timescales set out in the paper. Re-development is very unlikely to proceed before the end of the end of the decade.

It is recommended that this option be discarded.

TRIANGLE CAR PARK

The location is good, and the space available would be enough to provide a like for like replacement of Pyramids, and 8 lanes could probably be accommodated. Underground, or minimal parking would need to be considered, although the former option would be very expensive.

However, this site is being considered as part of the wider bus station project, to provide short-term bus layover space on a significant part of the site, and therefore is unlikely to meet the LFR timescale. In addition, a major sewer and culvert traverses the site, which would need to be diverted in the event of development. This would require further detailed investigation, and in any event would add cost to the development.

It is recommended that this option be discarded.

HOWELL ROAD CAR PARK

The site is large enough to cater for the build requirements. In planning terms this would be an acceptable site for a leisure development, and the location meets the requirements stated in section 5 of the report.

However there are some considerable abnormal factors, which will be difficult and potentially costly to overcome. There is a very large storm tank located in the western side of the car park, a combined sewer, which runs through the site, and drains that run adjacent to the north and south boundaries. It is also understood that the site is contaminated, due to its former use as railway sidings and goods yard.

It is recommended that this option be discarded.

CLIFTON HILL SPORTS CENTRE

There is currently land available both in front and behind the existing facility. The land is owned by the Council. This site offers the opportunity to extend the existing building to provide swimming facilities. Subject to the design it is envisaged that additional parking

could also be made available as part of any scheme, immediately behind the existing building.

The surrounding infrastructure may not be satisfactory at present and there are also some environmental abnormal factors that require further investigation. Part of Clifton Hill is a landfill site, and although at present it is unclear where the boundary for this lies, it is expected that a swimming pool could be sited on uncontaminated land within the site. The size and particularly the height of any extension would also require careful thought as it is next to a residential area.

It is recommended that this option be further considered.

PYRAMIDS SWIMMING & LEISURE CENTRE

The facility is well established, and there are no land purchase implications. The site meets the requirement by being centrally located and accessible. However, to some extent the accessibility is dependant on the Triangle car park remaining as a car park. The site could be developed by refurbishing the existing building, or by demolishing the existing and replacing with a new building.

In planning terms the use is already established, but the design would be of significant importance as it is one of the main routes into the city.

If not used as a swimming pool, this site presents a capital receipt (which is anticipated to be considerably in excess of £500,000) option to the Council, as clearly there are obvious benefits to use the land for residential development.

It is recommended that this option be further investigated for refurbishment development only, if it transpires that Clifton Hill is not viable.