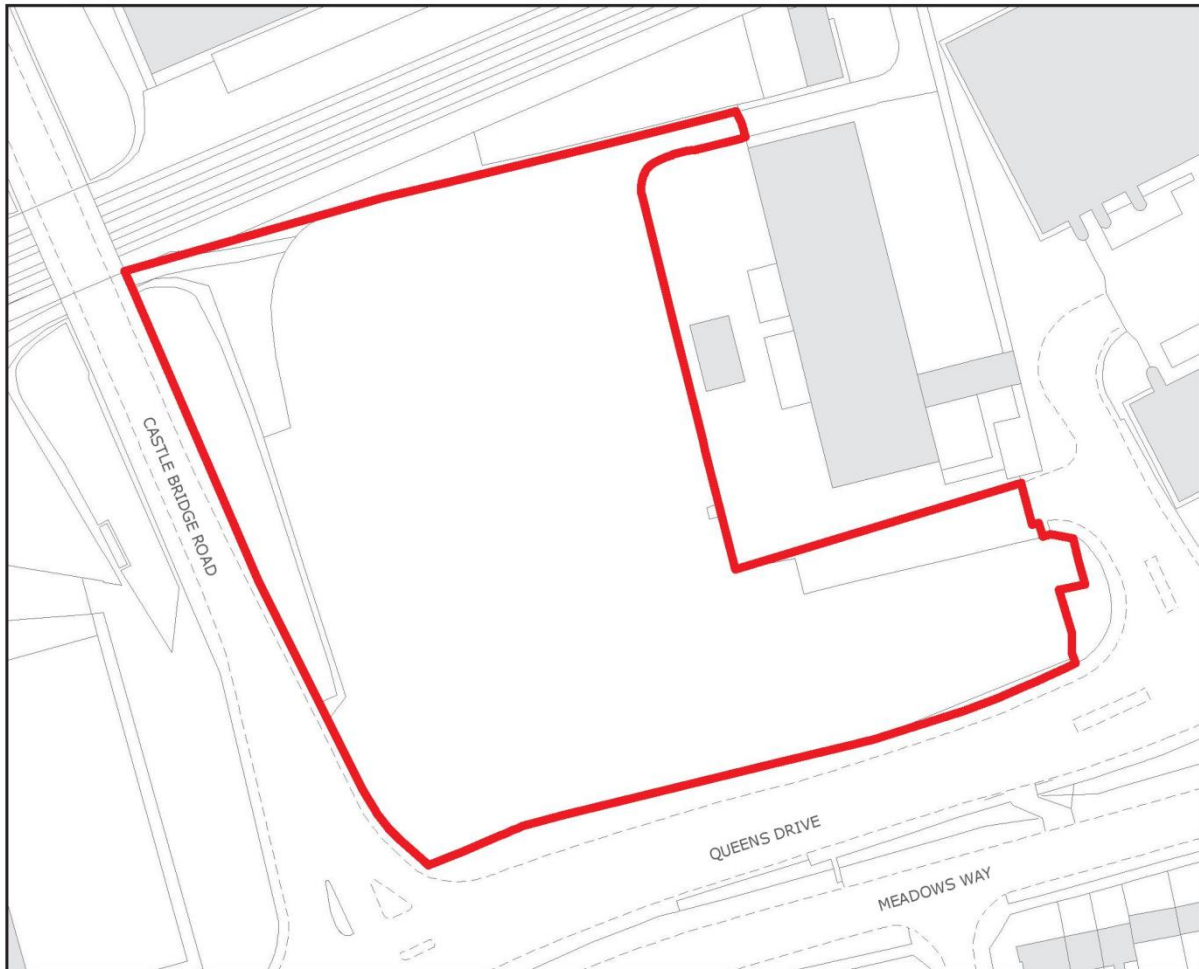


Appendix 1

Local Plan Site Allocations and Development Principles

PA48 Queens Drive - Land adjacent to the Portal



Site Area (ha):

1.28

Ward:

Bridge

Address:

Queens Drive

Current use:

Cleared Site

Proposed use:

Office (B1), motor showroom (Sui Generis), retail (A1) as part of a comprehensive development.

Development principles:

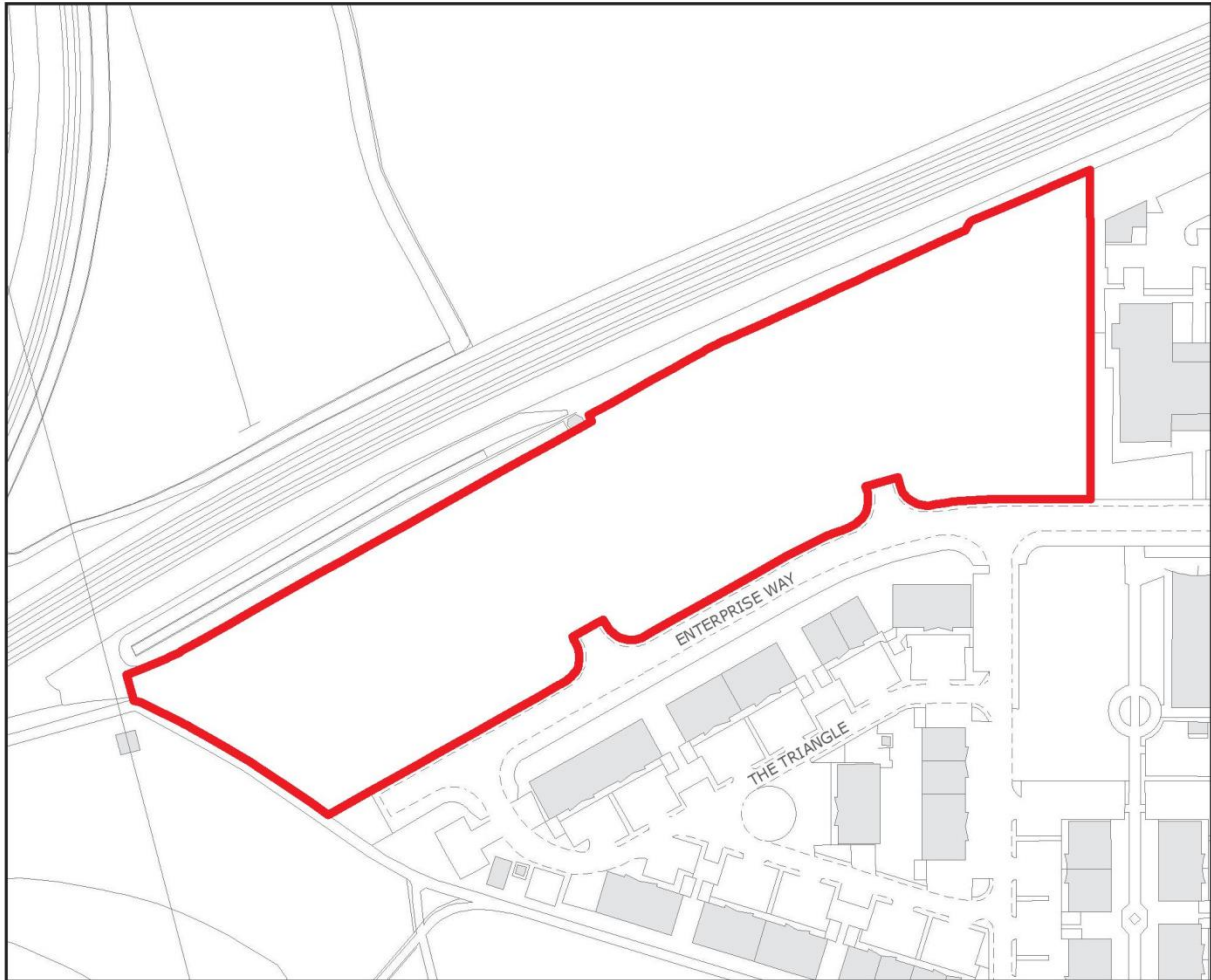
High quality contemporary design commensurate with buildings close by at NG2. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment with proposals located in areas of lowest flood risk. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Mineral Safeguarding Area - prior notification required but not considered a barrier to development.



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0 5 10 20 Meters

PA49 NG2 West - Enterprise Way



Site Area (ha):
1.9

Ward:
Bridge

Address:
Enterprise Way

Current use:
Vacant

Proposed use:
Employment (B1a/b).

Development principles:

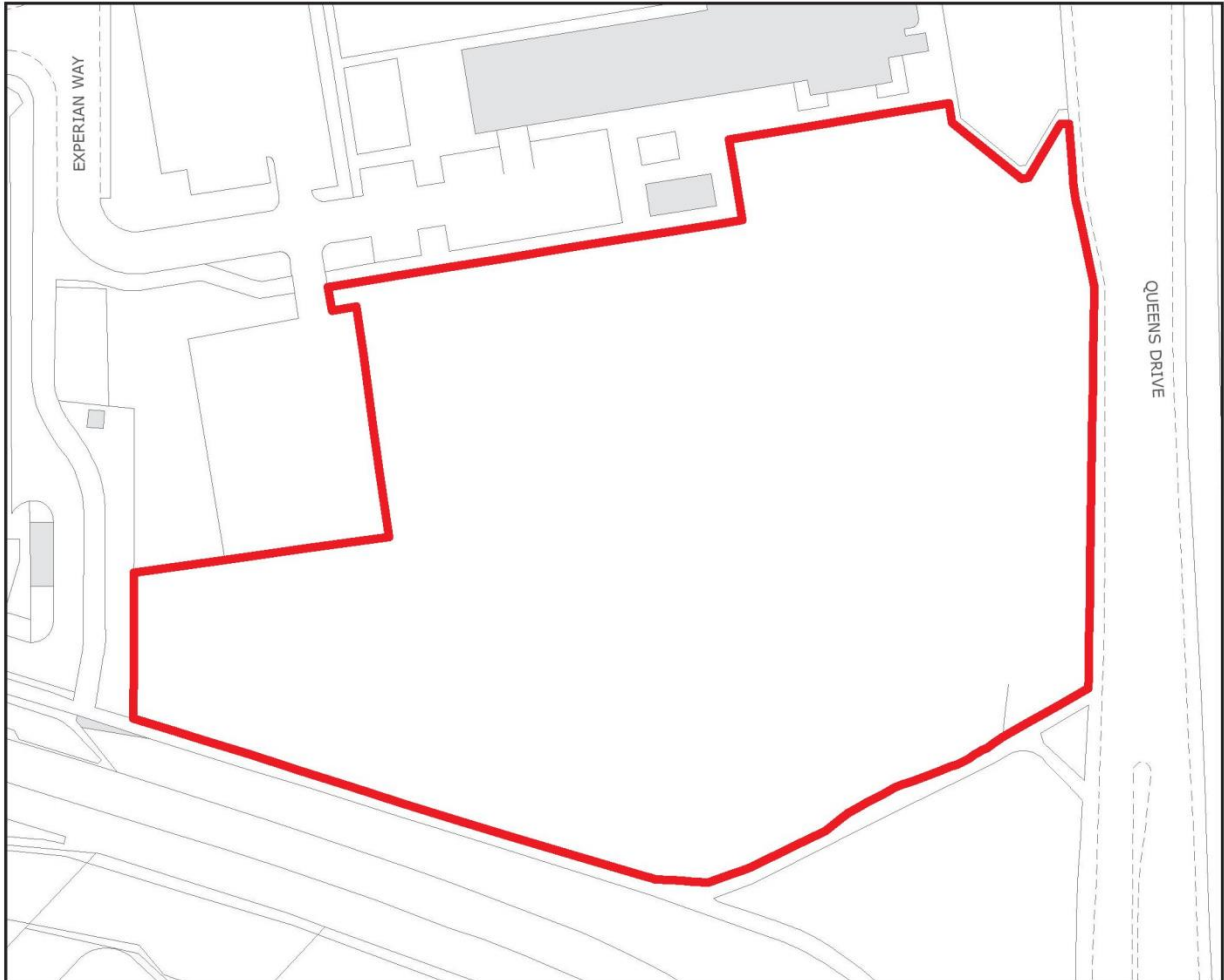
Design should be of a modern standard commensurate with existing development on site. Green corridor along the adjacent railway line should be retained and any onsite landscaping should comprise semi-natural habitats to link to and complement the adjacent Queen's Meadow. The site is within areas of medium and high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment which considers overtopping and breach of flood defences. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - prior notification required but not considered a barrier to development.



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0 12.5 25 50 Meters

PA50 NG2 South - Queens Drive



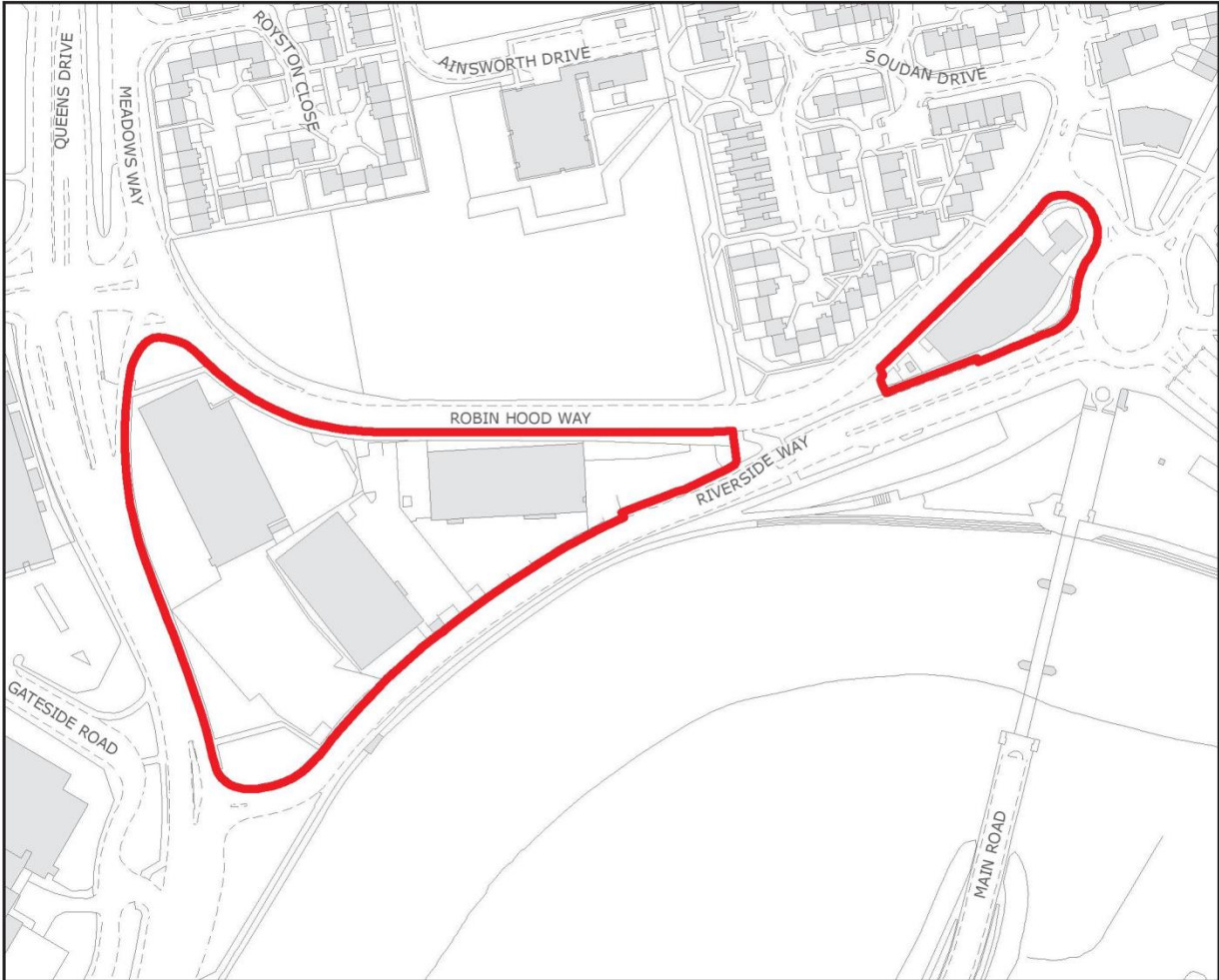
<p>Site Area (ha): 1.61</p>	<p>Proposed use: Employment (B1a/b).</p>
<p>Ward: Bridge</p>	<p>Development principles:</p>
<p>Address: Queens Drive</p>	<p>Design should be of a modern standard commensurate with existing development on site, with due consideration to the site's prominent position fronting onto a major transport route (Queens Drive) close to the business park entrance. Soft landscaping should link with the green corridor to the south of the site. Opportunities to improve Bird Cage Walk. The site is within areas of medium and high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment which considers overtopping and breach of flood defences. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - requires prior notification but not considered a barrier to development. Development should have regard to potential highway improvements on Experian Way, safeguarded under TR2.9.</p>
<p>Current use: Vacant</p>	



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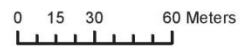
PA51 Riverside Way



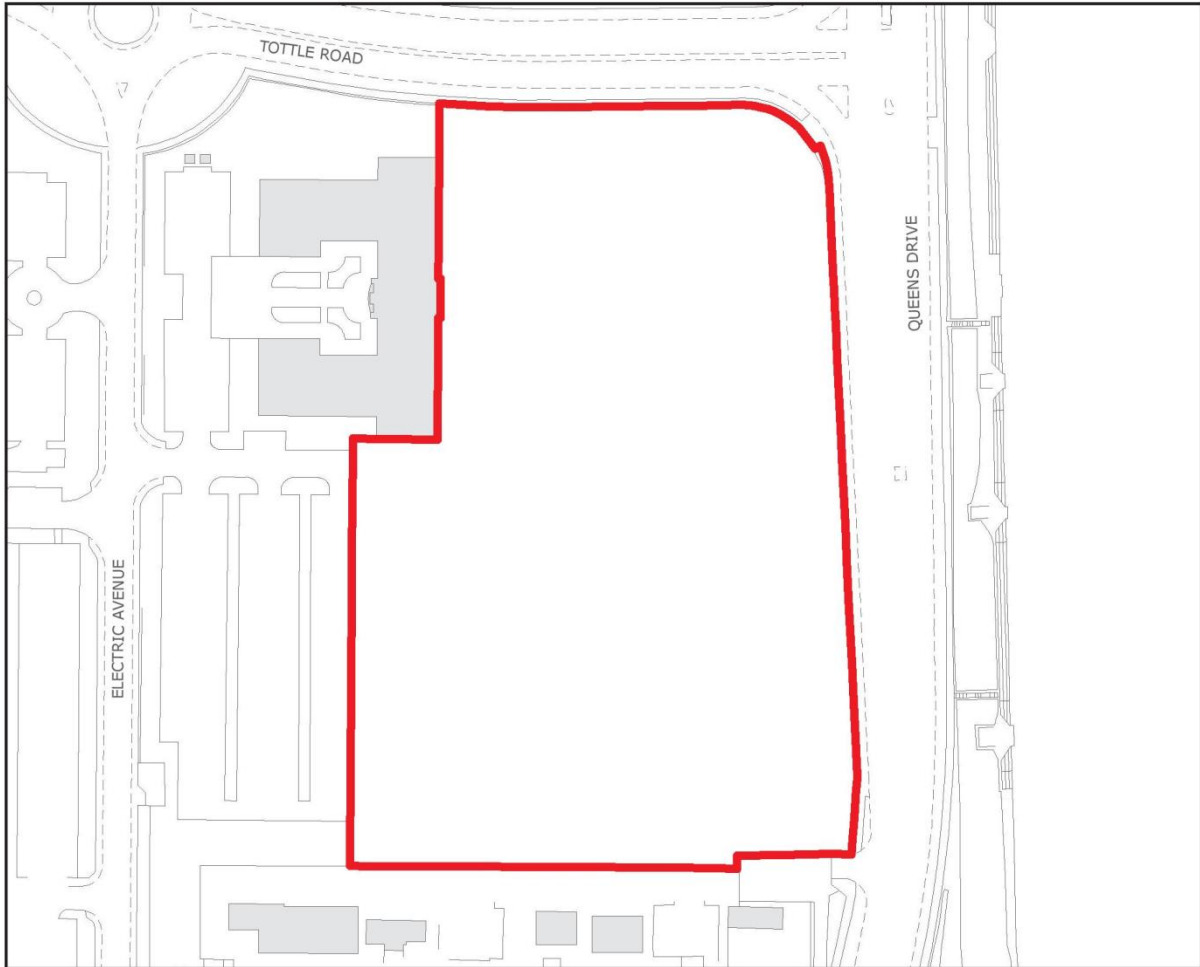
<p>Site Area (ha): 2.2</p>	<p>Proposed use: Residential (C3), offices/research & development/light industry (B1).</p>
<p>Ward: Bridge</p>	<p>Development principles:</p>
<p>Address: Robin Hood Way</p>	<p>The residential element(s) of the site should be developed at riverside location(s). The biodiversity value of the River Trent green corridor should be protected/enhanced through development. The site is within areas of medium and high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment which should consider overtopping and breach of existing defences. The assessment should consider the impacts of the River Trent, as well as the River Leen which runs in a culvert through the site, in addition to safe access/egress to and from the site. Route of the culvert should be established and opportunities explored to open up the water course. NET Phase Two travels along the eastern boundary. Development should therefore ensure that access arrangements do not conflict with this. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - requires prior notification but not considered a barrier to delivery. Highway improvements are planned close to the site as part of the Southern Growth Corridor (TR2.2).</p>
<p>Current use: Mixed use</p>	



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PA53 Electric Avenue



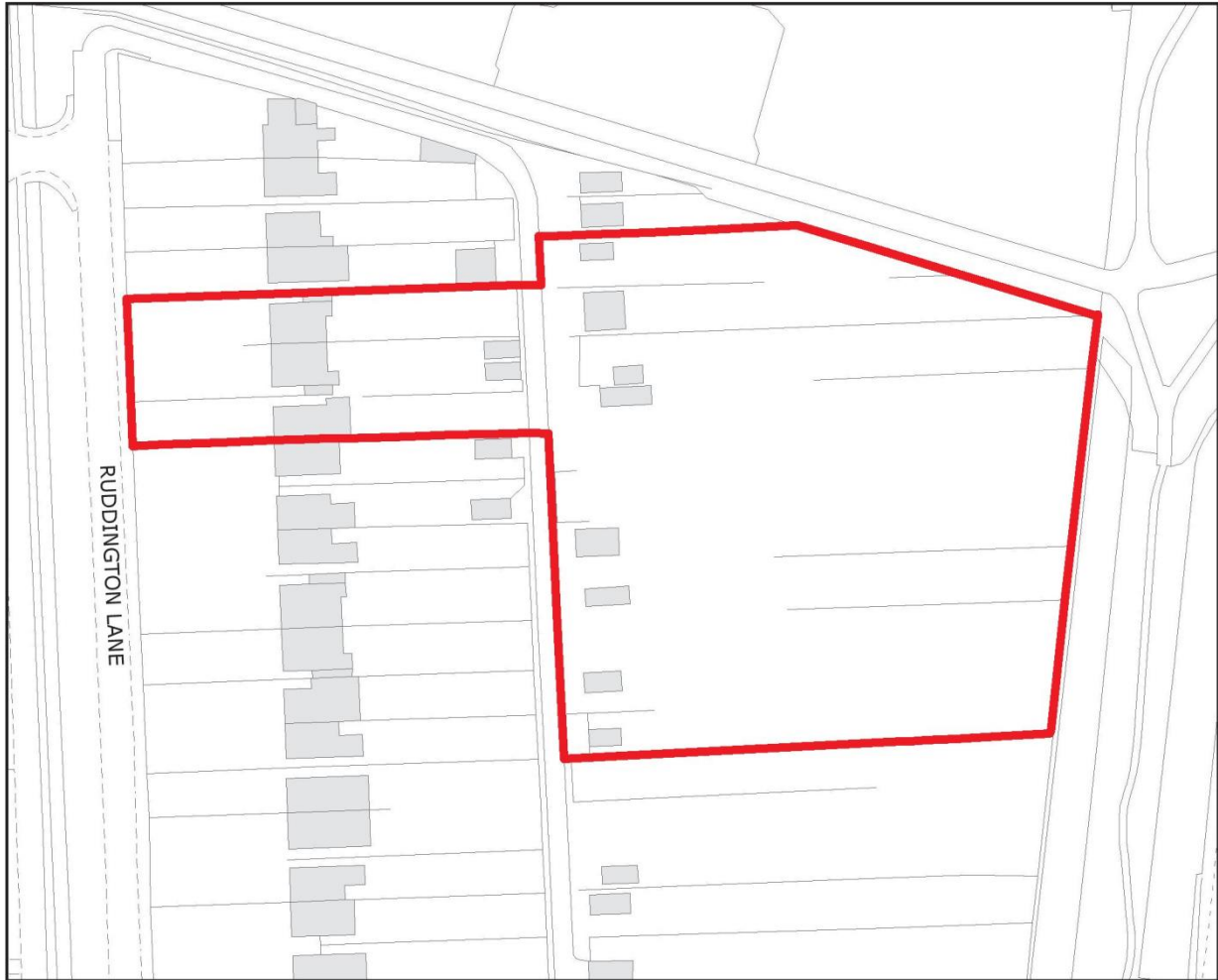
<p>Site Area (ha): 2.3</p> <p>Ward: Bridge</p> <p>Address: Queens Drive</p> <p>Current use: Cleared Site</p>	<p>Proposed use: Office/research & development /light industrial (B1).</p> <p>Development principles: The surrounding area consists of modern employment development and new proposals should be commensurate with this. An element of green space should be provided and integrated into the layout of the development. Proposals should have regard to the presence of heritage assets located on the east bank of the River Trent. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. The site is within an area of medium flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment, having regard to the impact of the adjacent Tottle Brook which runs in a culvert below the roundabout. Within Minerals Safeguarding Area but not considered a barrier to development. Highway improvements are planned to the road network close to the site as part of the Southern Growth Corridor (TR2.2).</p>
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PA55 Ruddington Lane - Rear of 107-127



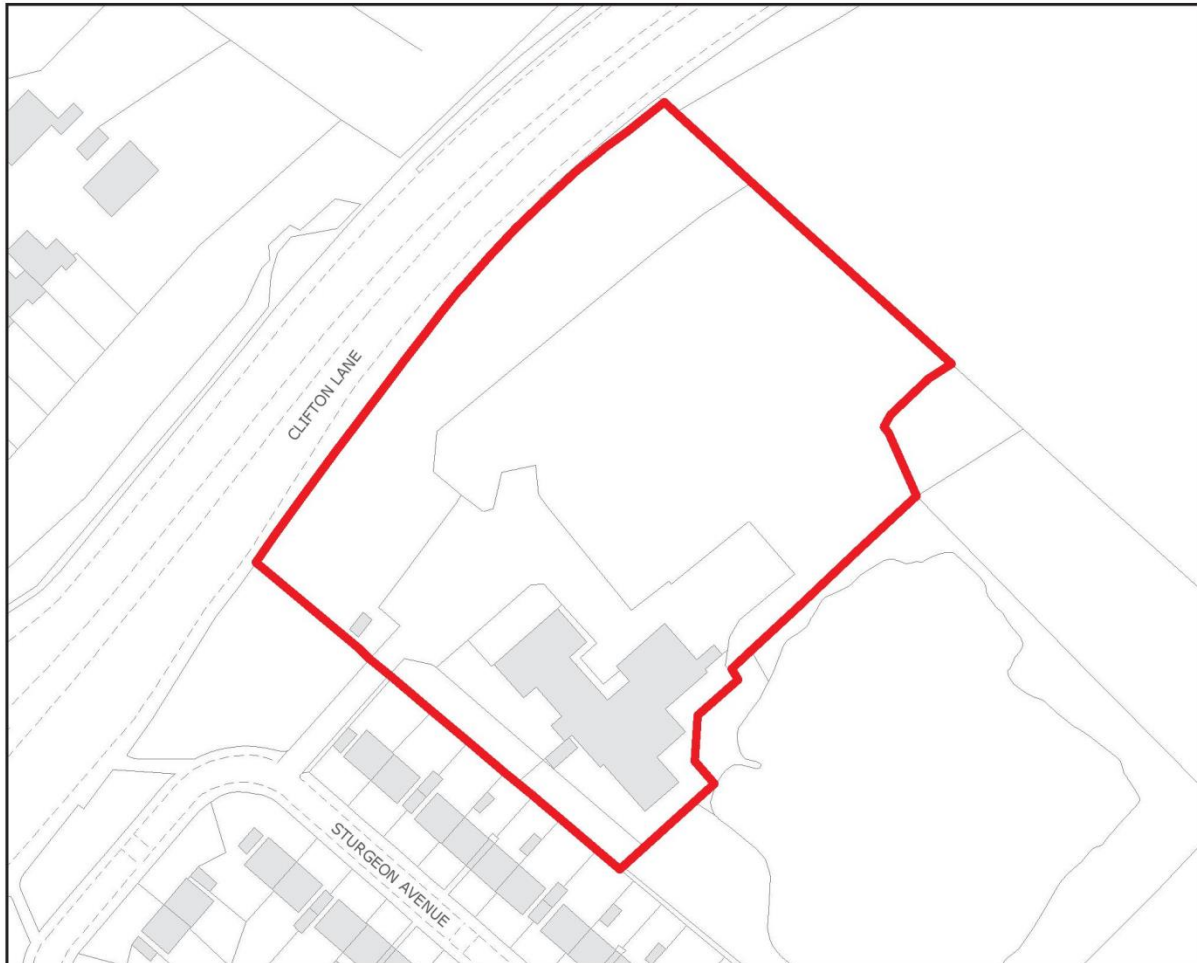
<p>Site Area (ha): 0.62</p> <p>Ward: Clifton North</p> <p>Address: Rear of 107-127 Ruddington Lane</p> <p>Current use: Garden land</p>	<p>Proposed use: Residential (C3, predominantly family housing).</p> <p>Development principles: Proposals should not adversely affect the Local Wildlife Site to the east of the site. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment with proposals located in areas of lowest flood risk. The site is underlain by a secondary aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - prior notification required but not considered a barrier to development.</p>
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0 5 10 20 Meters

PA56 Sturgeon Avenue - The Spinney



<p>Site Area (ha): 1.04</p> <p>Ward: Clifton North</p> <p>Address: off Sturgeon Avenue, Clifton</p> <p>Current use: Part cleared and Residential Home</p>	<p>Proposed use: Residential (C3, predominantly family housing and/or specialist elderly housing).</p> <p>Development principles: Proposals should relate well to the existing residential home to the south east of the site which is to be retained. Proposals should not adversely affect the Local Wildlife Site adjacent to the site. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment with proposals located in areas of lowest flood risk. The site is underlain by a secondary aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area but not considered to be a barrier to development.</p>
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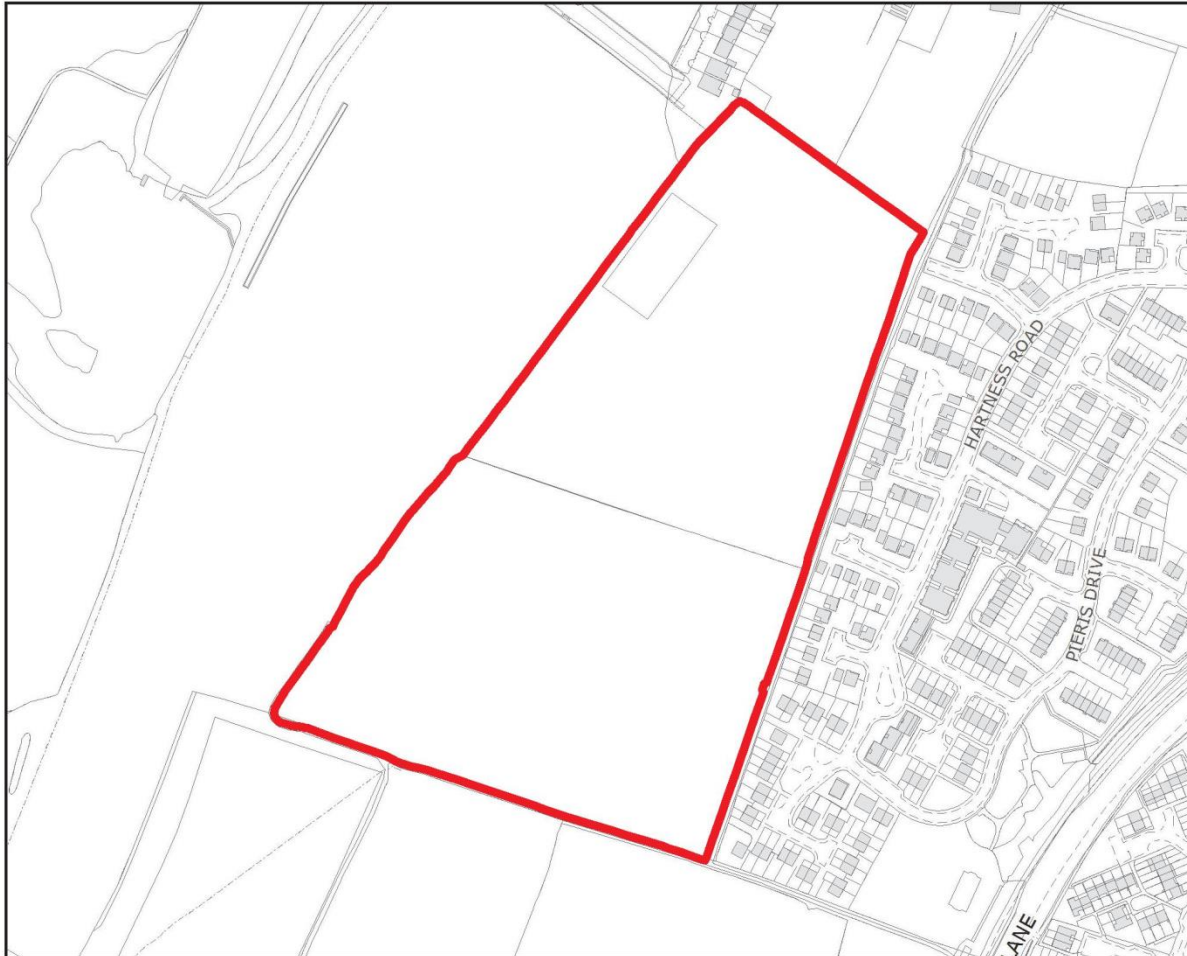


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0 5 10 20 Meters

A scale bar with markings at 0, 5, 10, and 20 meters.

PA57 Clifton West



Site Area (ha):
9.58

Ward:
Clifton South

Address:
adj Hawksley
Gardens

Current use:
Open space /
agricultural

Proposed use:
Residential (C3, predominantly family housing).

Development principles:

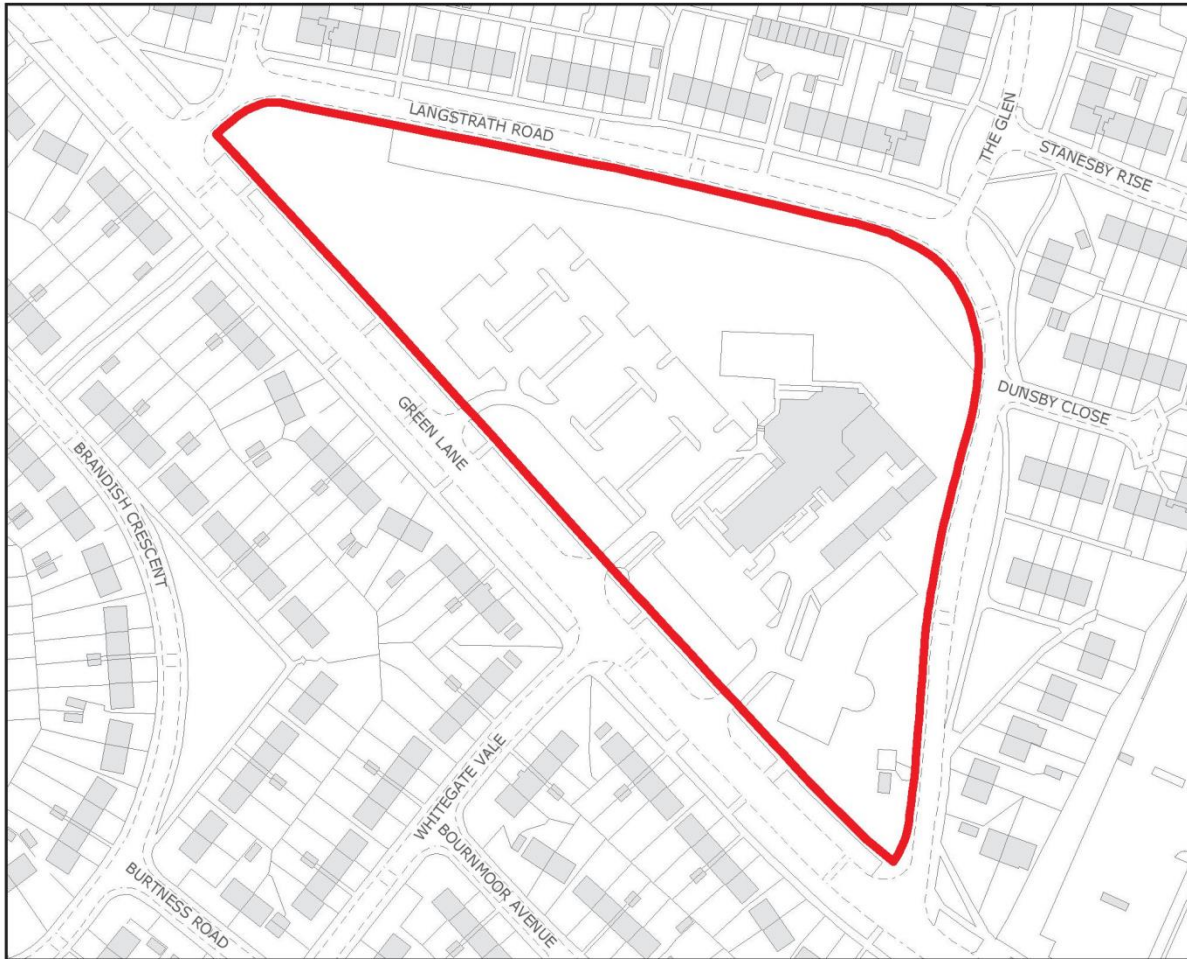
The density of development should be similar to the existing residential development close by. The site is adjacent to a Conservation Area, Registered Historic Park and Garden and Listed Buildings. Development should be sensitive to the neighbouring historic environment and setting of heritage assets. The site is adjacent to both the Green Belt and within a Landscape Character Area (as identified in the Greater Nottingham Landscape Character Assessment). Both designations require sensitive design to minimise impacts, particularly at the boundaries of the site where enhanced planting should be provided to filter and soften views and to reinforce the Green Belt boundary. The careful layout of open/greenspace/allotments could also help to protect both the setting of heritage assets and avoid adverse impacts on the adjacent two LWS's, Clifton Woods Local Nature Reserve and Holme Pit SSSI by providing a buffer of semi-natural habitat. There is potential for this development to help address open space deficiencies in the area, including for allotment provision. Part of the site falls within an archaeological constraints area which will require early consultation and consideration. Within a Mineral Safeguarding Area - prior notification required but not considered a barrier to development. Access to the site is safeguarded from Hawksley Gardens and Finchley Close under TR2.18.



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0 30 60 120 Meters

PA58 Green Lane - Fairham House



Site Area (ha):
2.17

Ward:
Clifton South

Address:
Green Lane

Current use:
Employment

Proposed use:

Residential (C3, predominantly family housing) and retail (A1) to support the role of the existing District Centre, potential for employment uses (B1) close to the District Centre.

Development principles:

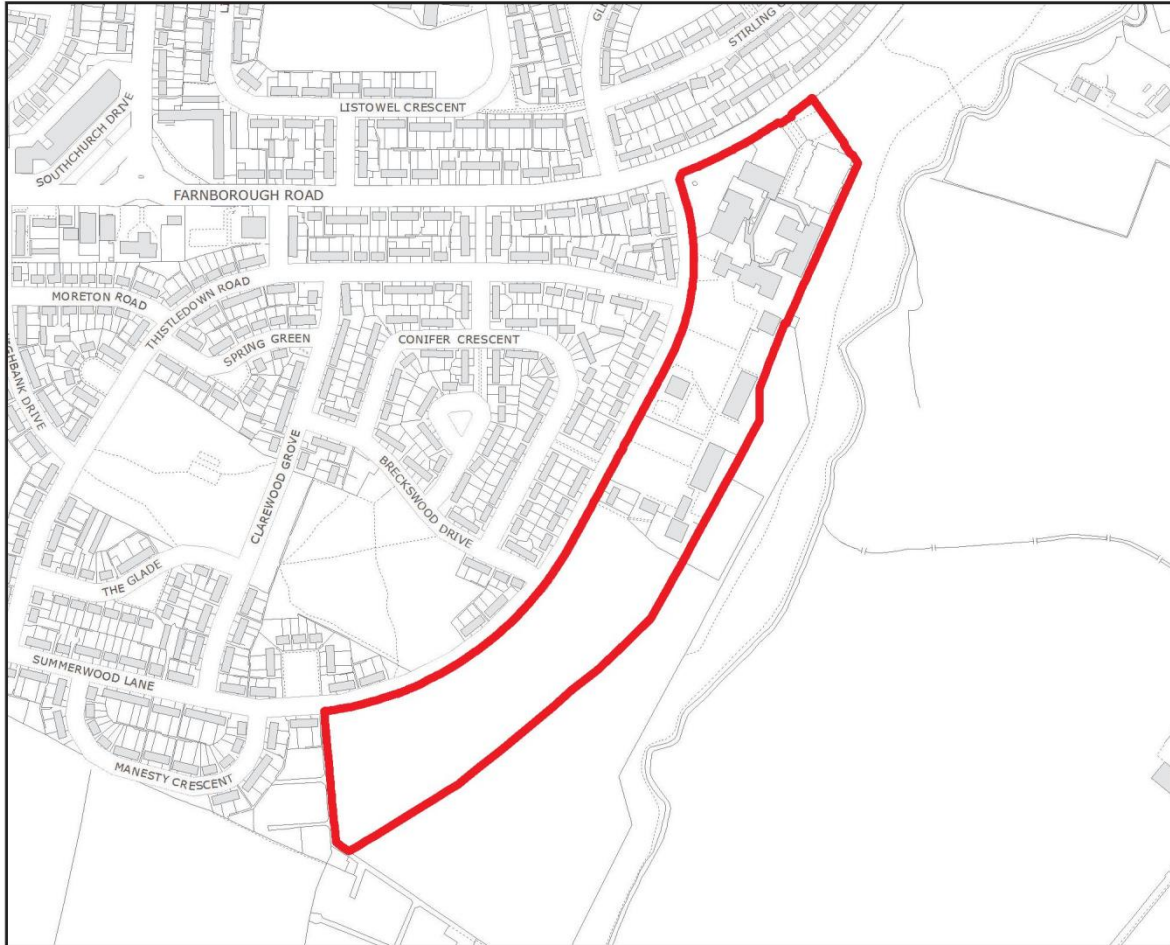
Residential densities should have regard to existing housing. Retail proposals will only be acceptable where they demonstrably support the role of Clifton District Centre and should be located on that part of the site closest to the District Centre. Where possible the layout should seek to retain and integrate existing trees into the development. There is potential for this development to help address identified open space deficiencies in the area, including allotment provision. Within Minerals Safeguarding Area - requires prior consultation.



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PA59 Farnborough Road - Former Fairham Comprehensive School



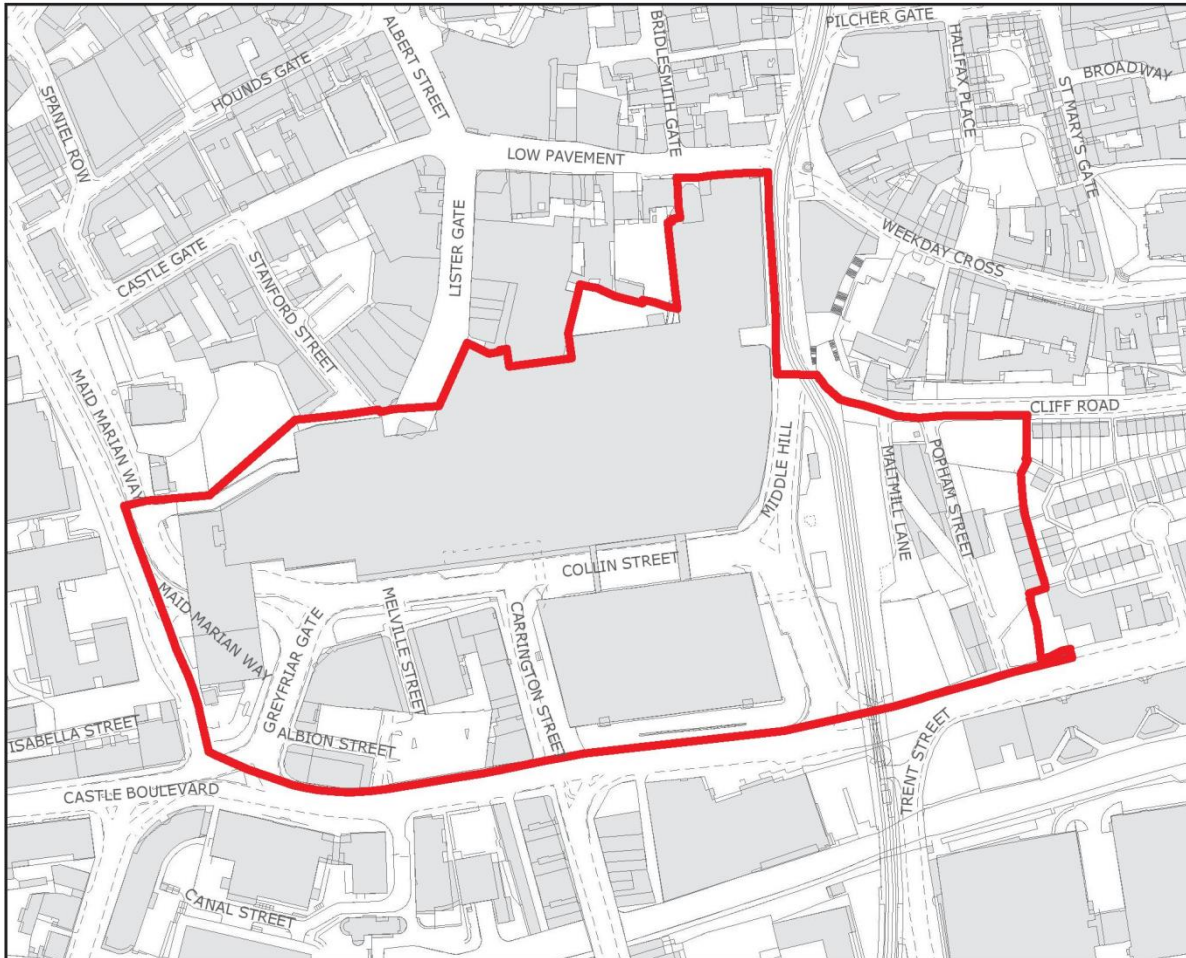
<p>Site Area (ha): 7.49</p> <p>Ward: Clifton South</p> <p>Address: Summerwood Lane</p> <p>Current use: Former school & Open Space</p>	<p>Proposed use: Residential development (C3, predominantly family housing) and community uses (D1).</p> <p>Development principles: The site is adjacent to both the Green Belt (as amended) and within a Landscape Character Area (as identified in the Greater Nottingham Landscape Character Assessment). Both designations require sensitive design to minimise impacts, particularly at the boundaries of the site where enhanced planting should be provided to filter and soften views and to reinforce the Green Belt boundary. There are opportunities to the south of the site for provision of improved publicly accessible green space and biodiversity with careful consideration to the character of the existing landscape. A green corridor of semi-natural habitat should be established to connect the adjacent Fairham Brook Nature Reserve and Brecks Plantation, located to the west of Summer Wood Lane. Opportunities for local vehicular connectivity and improved pedestrian and cycle links between Clifton and the adjacent Clifton Pastures development (in Rushcliffe Borough Council area) should be explored. The presence of pylons at the eastern boundary of the site provides opportunities for green corridors/habitat creation. Within Minerals Safeguarding Area but not considered a barrier to development.</p>
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PA67 Broadmarsh Centre



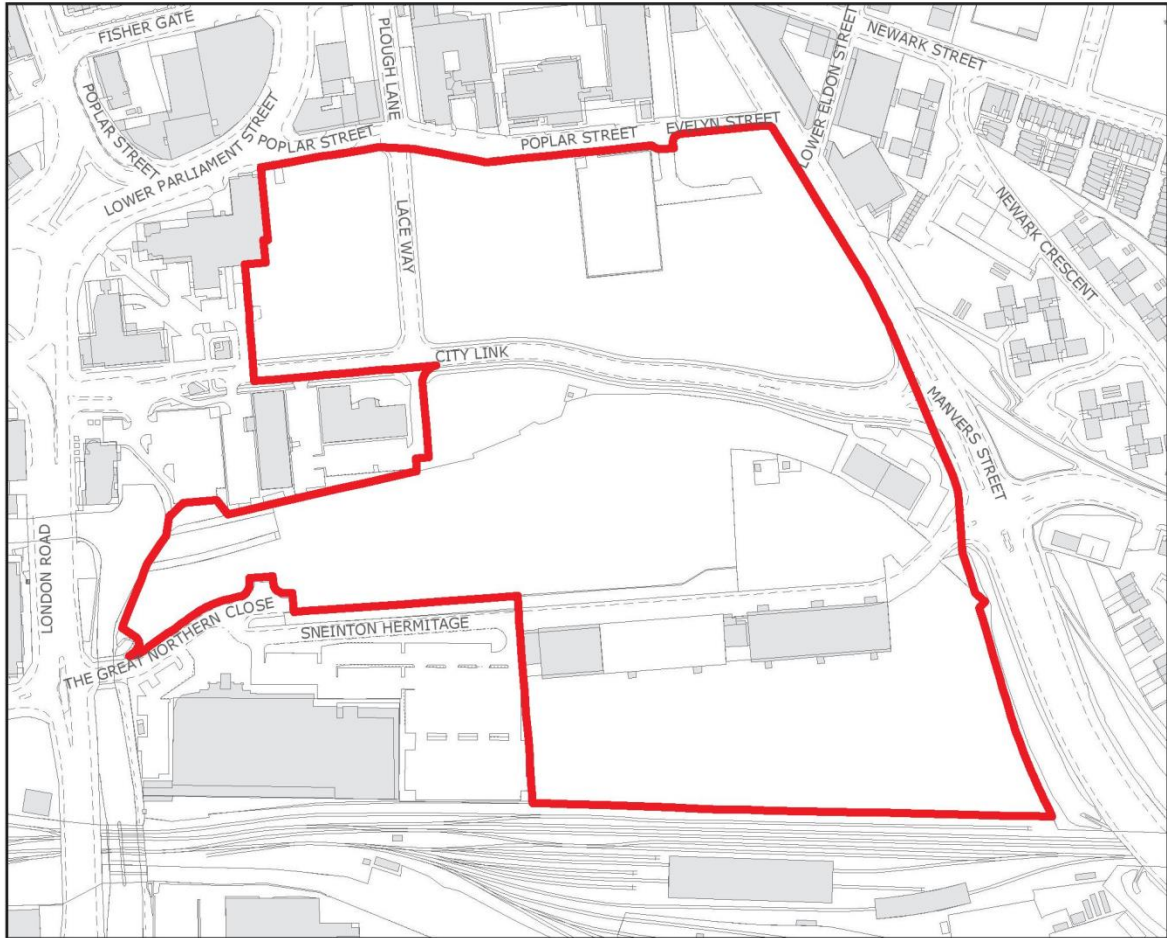
<p>Site Area (ha): 8.12</p> <p>Ward: Bridge</p> <p>Address: Collin Street</p> <p>Current use: Retail, Car Park, other Town Centre Uses</p>	<p>Proposed use: Primarily retail (A1), leisure (D2), food & drink (A3), offices (B1a), education (D1), cave visitor facility, public realm, public transport provision (including bus station, tram facilities, cycle parking) public car parking. Auxiliary uses could include food & drink (A4, A5) delivered as integral element of mixed use scheme.</p> <p>Development principles: This is a major development site and proposals will be expected to radically improve the physical appearance, connectivity and retail offer of this part of the city. Proposals should introduce more traditional street patterns with active frontages - improving north/south and east/west pedestrian linkages and high quality connections to the Canal, Creative and Castle Quarters and retail core with opportunities for new external routes. Proposals should incorporate new high quality public realm. Heritage assets should be preserved and enhanced with careful consideration to views of the Castle and Lace Market Cliff. Development should improve prominence and access to the existing visitor attraction focussed on caves. Flood risk, transport, archaeology, caves and contamination assessment required. Within Minerals Safeguarding Area but not considered a barrier to development. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality - air quality assessment may be required. To facilitate development major changes to the highway network are planned and proposals should have regard to Highway Planning Lines and Highway Route Improvements Safeguarding TR2.4 and TR2.16 as shown on the Policies Map.</p>
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0 20 40 80 Meters

PA68 Canal Quarter - Island Site



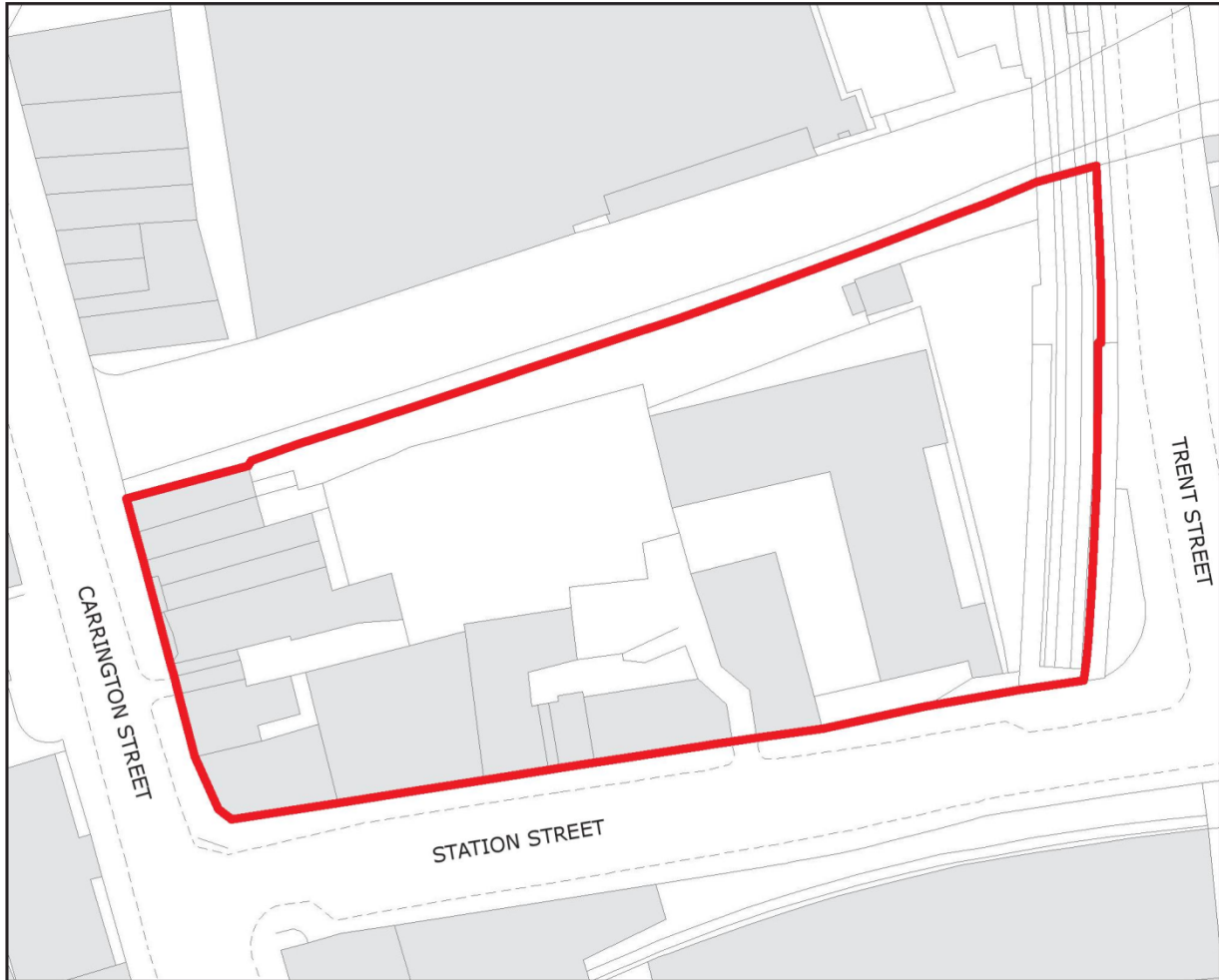
<p>Site Area (ha): 9.76</p> <p>Ward: Bridge</p> <p>Address: Manvers Street</p> <p>Current use: Cleared site, offices, vacant warehouses</p>	<p>Proposed use: Offices/high tech, light industry/research & development, warehouse (B1, B8), residential (C3) and retail (A1, A2, A3), leisure (D2), hotel (C1), conference use (D1) delivered as integral part of mixed use scheme.</p> <p>Development principles: A comprehensive masterplan, agreed with the City Council, should be prepared for this priority regeneration site enabling accelerated delivery of an attractive mixed use community. Office uses should capitalise on the site's proximity to BioCity. Residential uses should be located away from rail lines and the busy Manvers Street junction to the south east where less sensitive uses such as light industry, storage and distribution should be located. An element of supporting retail use may be acceptable subject to scale and impact on the vitality/vibrancy of the City Centre. New open space and cycling and walking routes, linking to the surrounding area and the Canal towpath, should be provided. Proposals should have regard to the presence of heritage assets both on site and nearby and the site's location within an archaeological constraints area. There is potential for low carbon energy via connection to the District Heating System. Known contamination on site should be mitigated appropriately through development. The site is close to the Eastcroft Energy from Waste Facility and London Road Heat Station - further air dispersion modelling may be required, depending on the scale/height of proposals. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality and an air quality assessment may be required. The site is within areas of medium and high flood risk and planning applications should be accompanied by site specific Flood Risk Assessments. Within Minerals Safeguarding Area - prior notification required. Proposals should have regard to Highway Safeguarding and Highway Planning Lines shown on the Policies Map - TR2.1, TR2.2 and TR2.10.</p>
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PA69 Canal Quarter - Station Street/Carrington Street



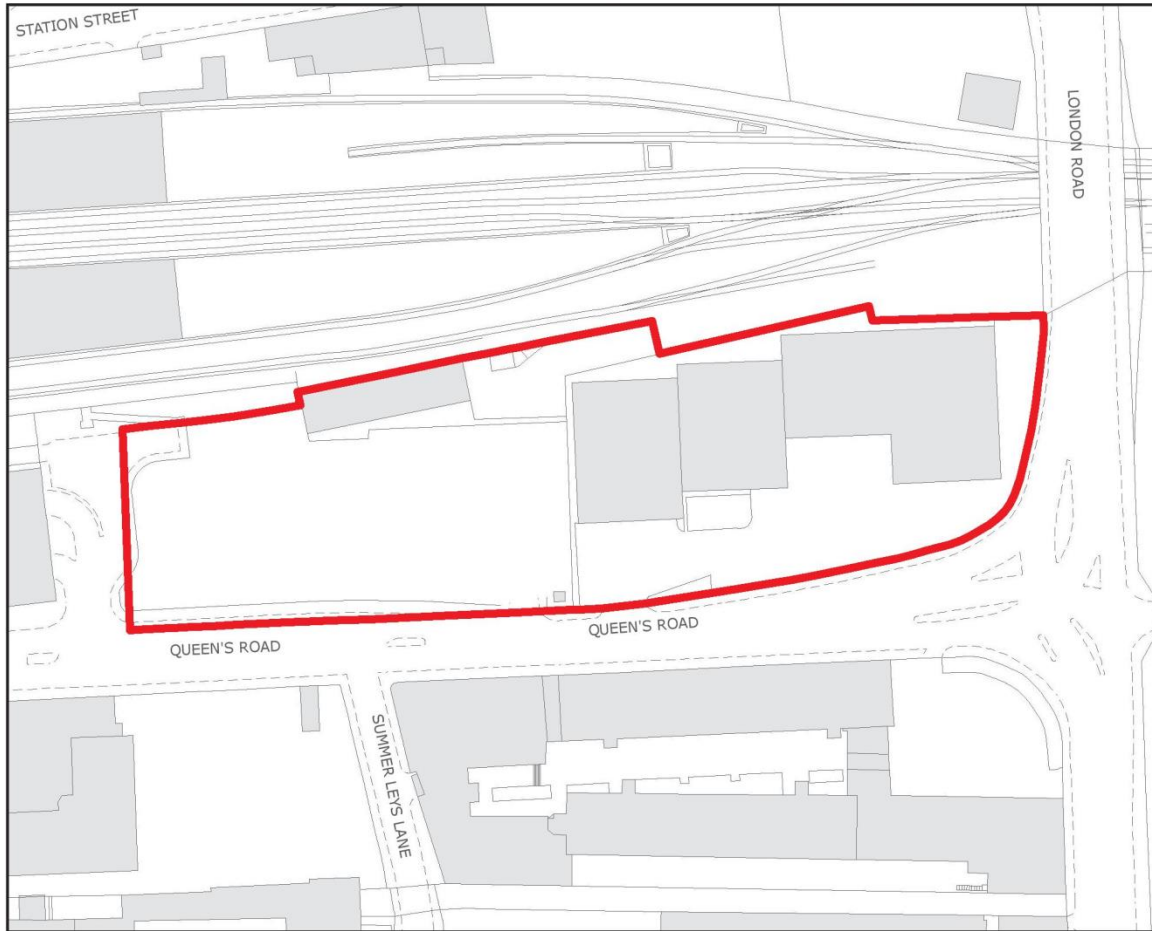
<p>Site Area (ha): 0.76</p>	<p>Proposed use: Offices (B1 a), residential (C3), student accommodation (Sui Generis), hotel (C1), leisure (D2), non-residential institution (D1). Auxiliary retail (A1), financial & professional services (A2), food & drink (A3) focussed at ground floor level.</p>
<p>Ward: Bridge</p>	<p>Development principles: This site provides scope for both refurbishment and new build. Proposals should retain existing buildings along Carrington Street and buildings at 3 to 9 and 21 Station Street which are of particular townscape value. Proposals which seek to retain, improve and refurbish buildings at 11 to 19 Station Street and the Trent Street arches will be encouraged. The 1960's Government offices are considered appropriate for redevelopment. New development must be of high quality design and make a positive contribution to character of the Conservation Areas (Station Street and Canal Conservation Areas) and the setting of Listed Buildings. Redevelopment should carefully consider the relationship between the site and the canal towpath, exploit opportunities to create access and links between them and enhance the canal frontage. Any on-site car parking to serve the development should be located below ground floor frontage level, where flood risk limits scope for other uses. Servicing / car parking access should be gained via existing Station Street access (to east of 21 Station Street). Immediate potential for low carbon energy via connection to the District Heating System. Early consideration should be given to the site's location within an archaeological constraints area. Within an area of high flood risk, any planning application should be accompanied by a site specific flood risk assessment which considers overtopping/breach of existing defences. Within Minerals Safeguarding Area but not considered a barrier to development. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality - air quality assessment may be required.</p>
<p>Address: Station Street</p>	
<p>Current use: Retail and Offices</p>	



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0 5 10 20 Meters

PA70 Canal Quarter - Queens Road, East of Nottingham Station



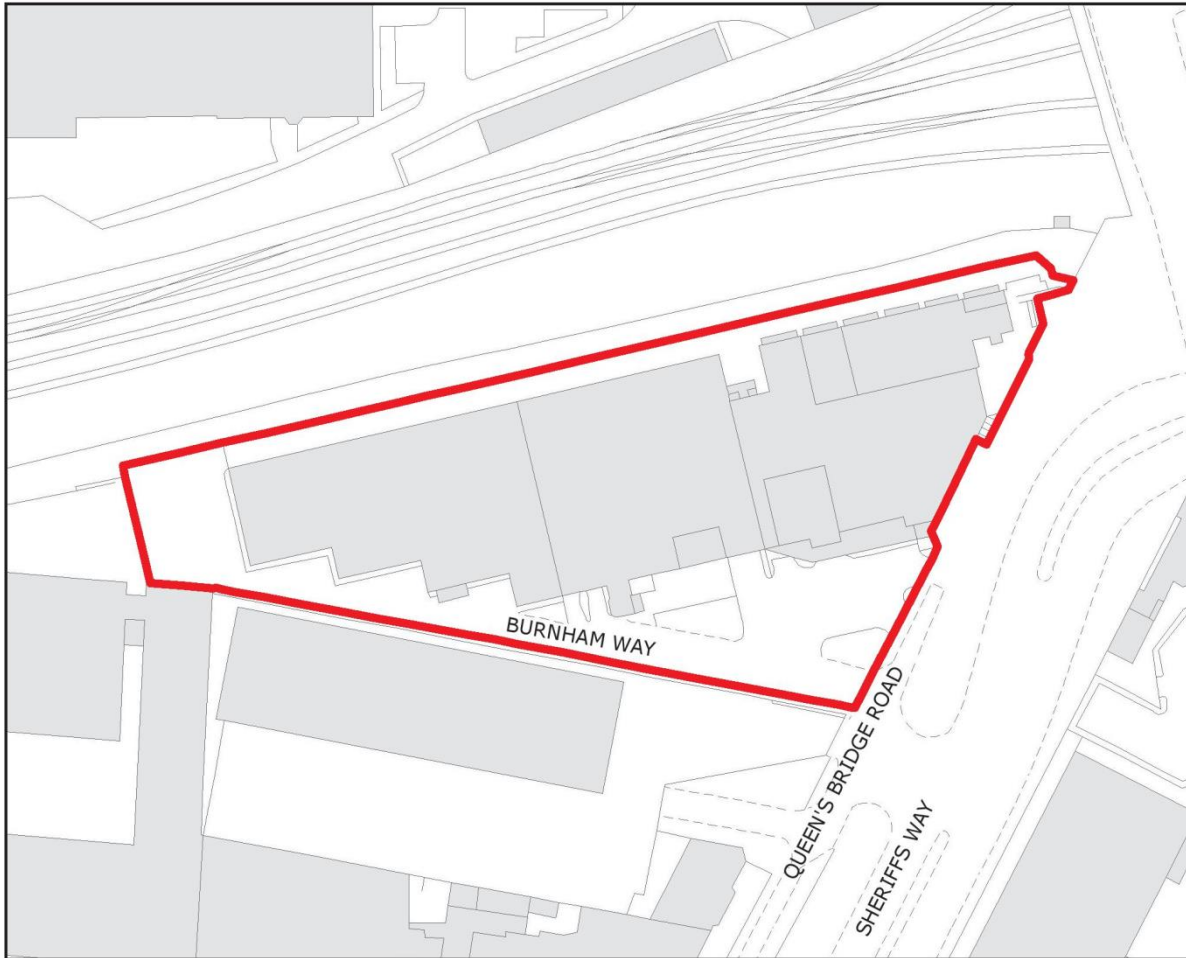
<p>Site Area (ha): 1.24</p> <p>Ward: Bridge</p> <p>Address: Queen's Road</p> <p>Current use: Warehousing and Car Park</p>	<p>Proposed use: Offices/light industry/research & development (B1), residential (C3), hotel (C1), non residential institution (D1), leisure (D2). Potential auxiliary uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of mixed use scheme.</p> <p>Development principles: This site has the potential to deliver significant improvements to the physical environment. Development should be of high quality design that positively addresses the prominent corner at the junction of London Road/ Queen's Road, responds to the scale of surrounding buildings and resolves level differences between London Road and the site. Single storey warehouse style development is not considered appropriate in this location. Development should preserve or enhance the significance and setting of Nottingham Station, the Station Conservation Area and other heritage assets. Immediate potential for low carbon energy via connection to the District Heating System. Early consideration should be given to the site's location within an archaeological constraints area. Within an area of high flood risk, any planning application should be accompanied by a site specific flood risk assessment. Within Minerals Safeguarding Area but not considered a barrier to development. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality - air quality assessment may be required. Proposals should have regard to Highway Route Improvement Safeguarding TR2.2 and TR2.4 to the east and south of the site.</p>
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PA71 Canal Quarter - Sheriffs Way, Sovereign House



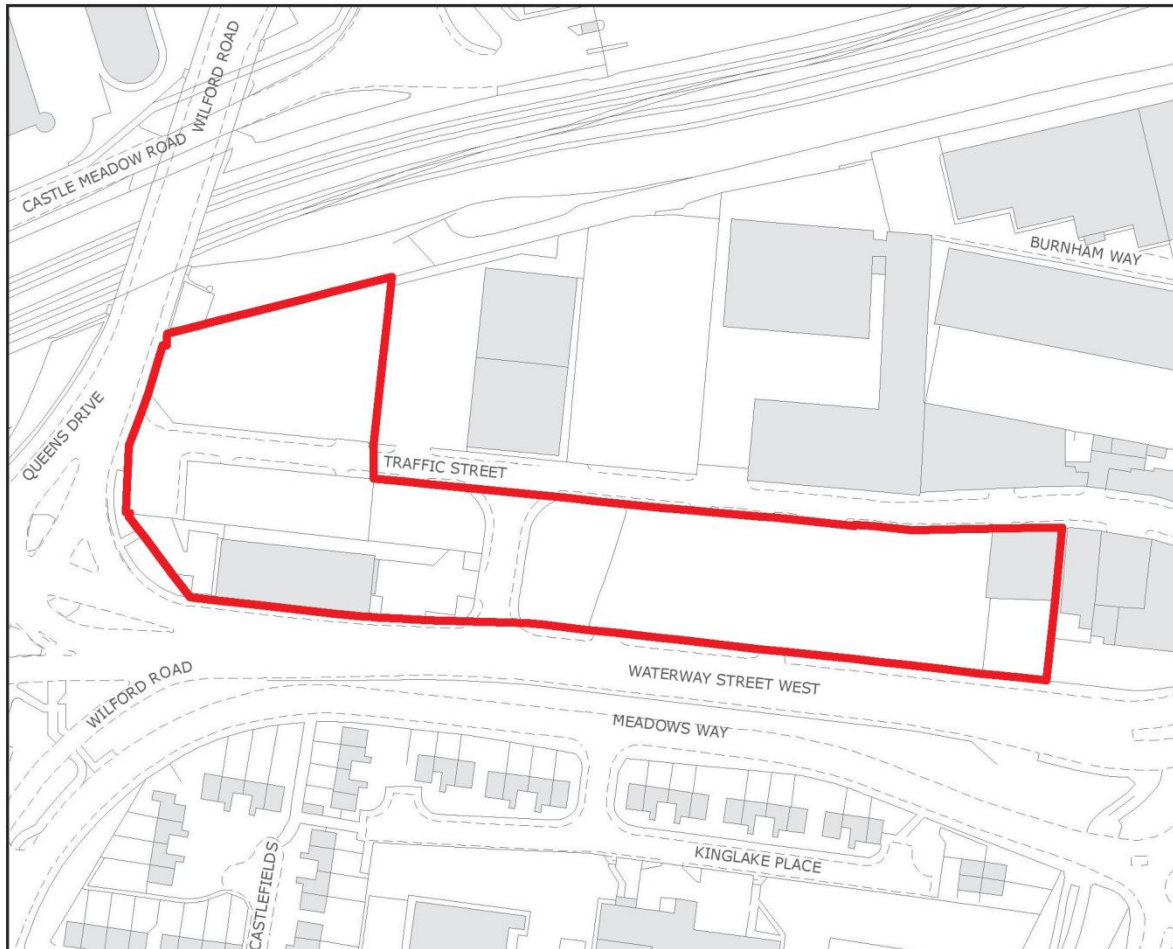
<p>Site Area (ha): 0.87</p> <p>Ward: Bridge</p> <p>Address: Sheriffs Way</p> <p>Current use: Offices and Car Park</p>	<p>Proposed use: Primarily Offices (B1a). Additional uses could include residential (C3), hotel (C1), assembly & leisure (D2), non-residential institution (D1). Auxiliary uses could include car parking, small scale retail (A1) financial services (A2), food & drink (A3, A4, A5) to ground floor (delivered as an integral part of a mixed use scheme).</p> <p>Development principles: This site forms part of an emerging business quarter focussed around the Station Hub and proposals will be expected to deliver primarily employment/business uses. Design should be of a high standard, incorporate high quality public realm and should positively address Nottingham Station and preserve and enhance the significance of heritage assets. Potential for improvements to green corridors and biodiversity enhancements to Tinkers Leen to northern boundary. Immediate potential for low carbon energy via connection to the District Heating System. Within an area of high flood risk, any planning application should be accompanied by a site specific flood risk assessment. Within Minerals Safeguarding Area but not considered a barrier to development. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality - air quality assessment may be required.</p>
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0 5 10 20 Meters

PA72 Canal Quarter - Waterway Street



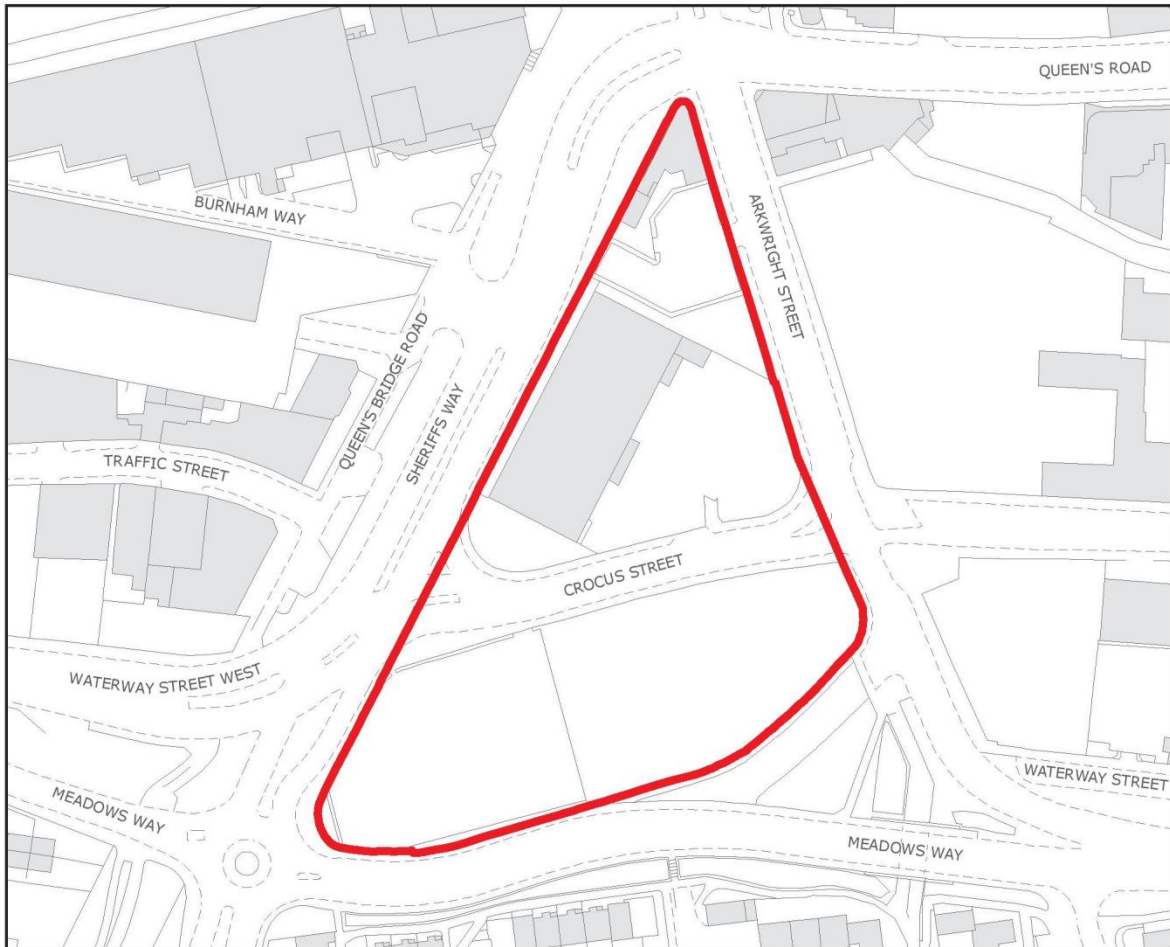
<p>Site Area (ha): 1.07</p> <p>Ward: Bridge</p> <p>Address: Waterway Street West</p> <p>Current use: Cleared Site and Retail</p>	<p>Proposed use: Offices/light industry/research & development (B1), residential (C3), student accommodation (Sui Generis), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1, A2, A3) to ground floor (delivered as integral part of mixed use scheme).</p> <p>Development principles: This site has the potential to deliver significant improvements to the physical environment and to help transform the area into a vibrant extension to the City Centre. Single storey warehouse style development is not considered appropriate in this location. Development should be of a high quality design that positively addresses prominent frontages, takes account of nearby housing south of Waterway Street and complements neighbouring business operations which add to the distinctiveness of the area (such as the brewery facility on Queens Bridge Road). Proposals should establish the location of the Tinkers Leen culvert to the north of the site and explore opportunities to open up the water course to provide a green corridor/improve biodiversity. Proposals should provide positive linkages to the Meadows and enhance walking and cycling routes, having regard to the relationship with the tram route to the south of the site. Immediate potential for low carbon energy via connection to the District Heating System. Site is close to the Eastcroft Energy from Waste Facility and the London Road Heat Station and within an AQMA - dispersion modelling may be necessary, depending on the scale of the proposal. Site is in an area of high flood risk and any planning application should be accompanied by a site specific flood risk assessment. Within Minerals Safeguarding Area but not considered a barrier to development. Proposals should have regard to Highway Route Improvement Safeguarding TR2.4 to the south of the site.</p>
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PA73 Canal Quarter - Sheriffs Way/Arkwright Street



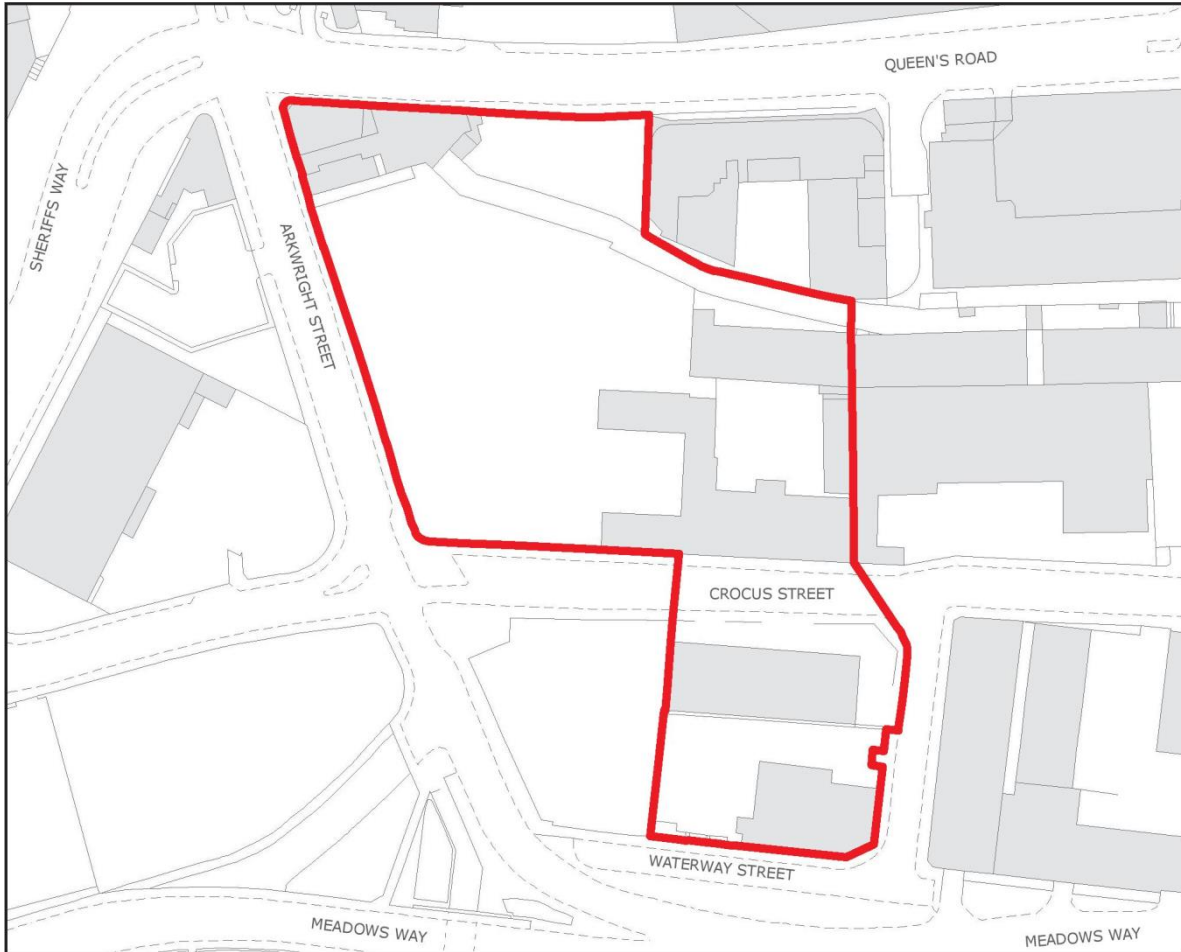
<p>Site Area (ha): 1.21</p>	<p>Proposed use: Primarily offices (B1a) within block north of Crocus Street and offices/light industry/research & development (B1) to south. Potential secondary uses - residential (C3), hotel (C1). Auxiliary uses: small scale retail (A1), financial services (A2), food & drink (A3) (delivered as an integral part of a mixed use scheme).</p>
<p>Ward: Bridge</p>	<p>Development principles: This site forms part of an emerging business quarter focussed around the Station Hub and proposals will be expected to deliver primarily employment/business uses. Development should be of a high quality design that positively addresses Nottingham Station and preserves or enhances the significance and setting of the Station Conservation Area and other heritage assets. Design and layout should address the transition from City Centre scale/densities to the lower density of the Meadows. Warehouse style development is not appropriate on this site. Development proposals should consider opportunities for retention of the former Queens Hotel as part of comprehensive development proposals. Areas of well supervised high quality public realm should also be incorporated. Proposals should provide positive linkages to the Meadows and enhance walking and cycling routes, having regard to the relationship with the tram route to the south of the site and housing to the south of Meadows Way. Immediate potential for low carbon energy via connection to the District Heating System. Site is close to the Eastcroft Energy from Waste Facility and the London Road Heat Station - dispersion modelling may be necessary, depending on the scale of the proposal. Site is in an area of high flood risk and any planning application should be accompanied by a site specific flood risk assessment. Within Minerals Safeguarding Area but not considered a barrier to development.</p>
<p>Address: Meadows Way</p>	
<p>Current use: Retail / Vacant</p>	



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0 10 20 40 Meters

PA74 Canal Quarter - Arkwright Street East



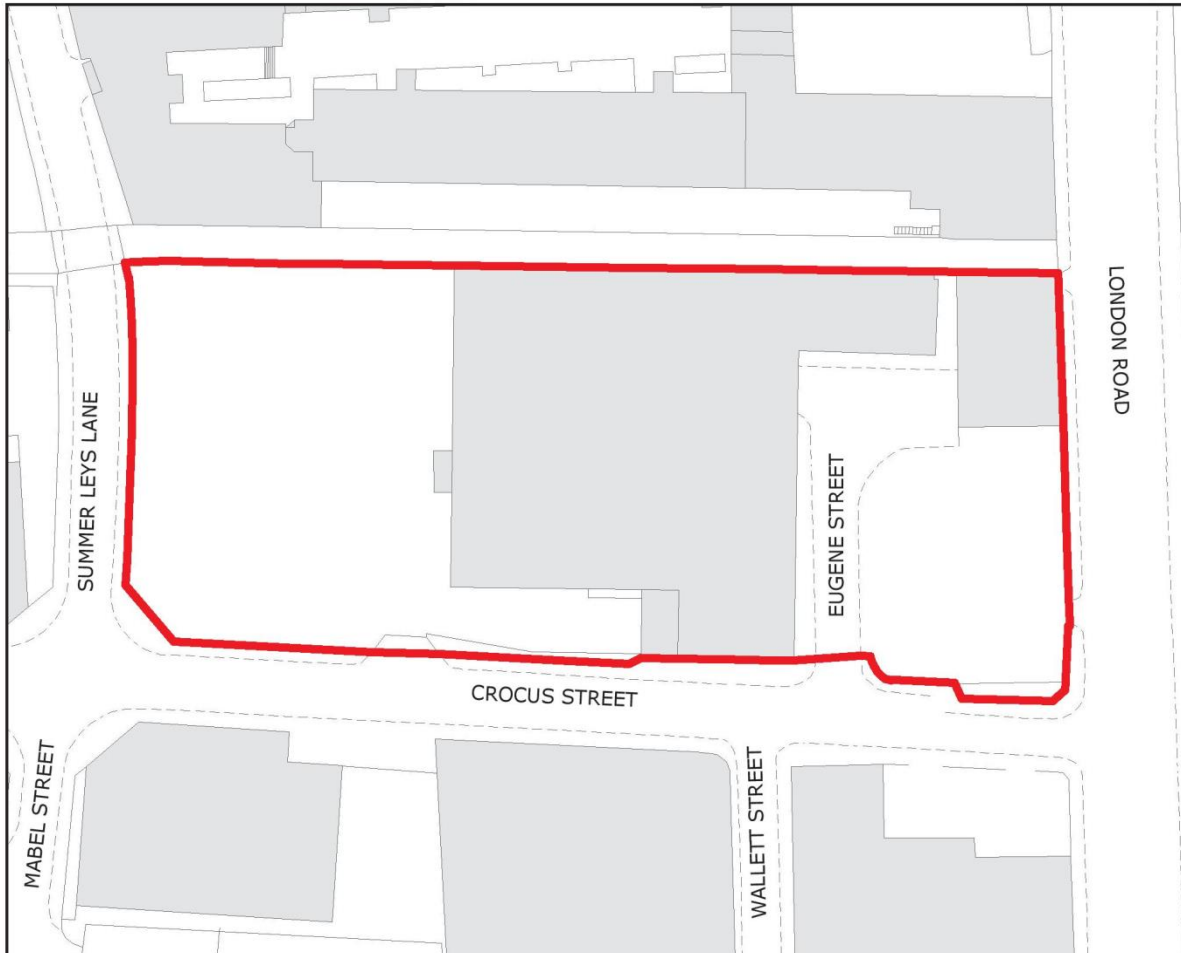
<p>Site Area (ha): 1.22</p> <p>Ward: Bridge</p> <p>Address: Arkwright Street</p> <p>Current use: Retail, Office, Employment</p>	<p>Proposed use: Primarily Offices (B1a), light industry/research & development (B1). Potential secondary uses could include residential (C3), non-residential institution (D1). Auxiliary ground floor uses could include small scale retail (A1, A2, A3) delivered as integral part of a mixed use scheme.</p> <p>Development principles: This site forms part of an emerging business quarter focussed around the Station Hub and proposals will be expected to deliver primarily employment/business uses. High quality design is required that positively addresses Nottingham Station and preserves/enhances the significance and setting of the Station Conservation Area and other heritage assets. Proposals should retain the existing building at 1 Arkwright Street. Proposals which retain the Meadows and Crocus Mill buildings off Crocus Street will be encouraged. Development should incorporate high quality public realm and have regard to relationship with tram route, new areas of public realm and nearby housing. Positive linkages to be created with The Meadows. Site is close to AQMA and waste and heat station facilities, and dispersion modelling may be required dependent on scale of development. The site is within areas of medium and high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment. Tinkers Leen culvert crosses the northern part of site over which development should not take place. Opportunities exist to open up the water course to create a green corridor. The site is underlain by a principal aquifer - development should not result in pollution of the groundwater resource. Within Mineral Safeguarding Area but not considered a barrier to development. Proposals should have regard to Highway Route Improvement Safeguarding close to the site on Queens Road (TR2.4).</p>
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PA75 Canal Quarter - Crocus Street, Southpoint



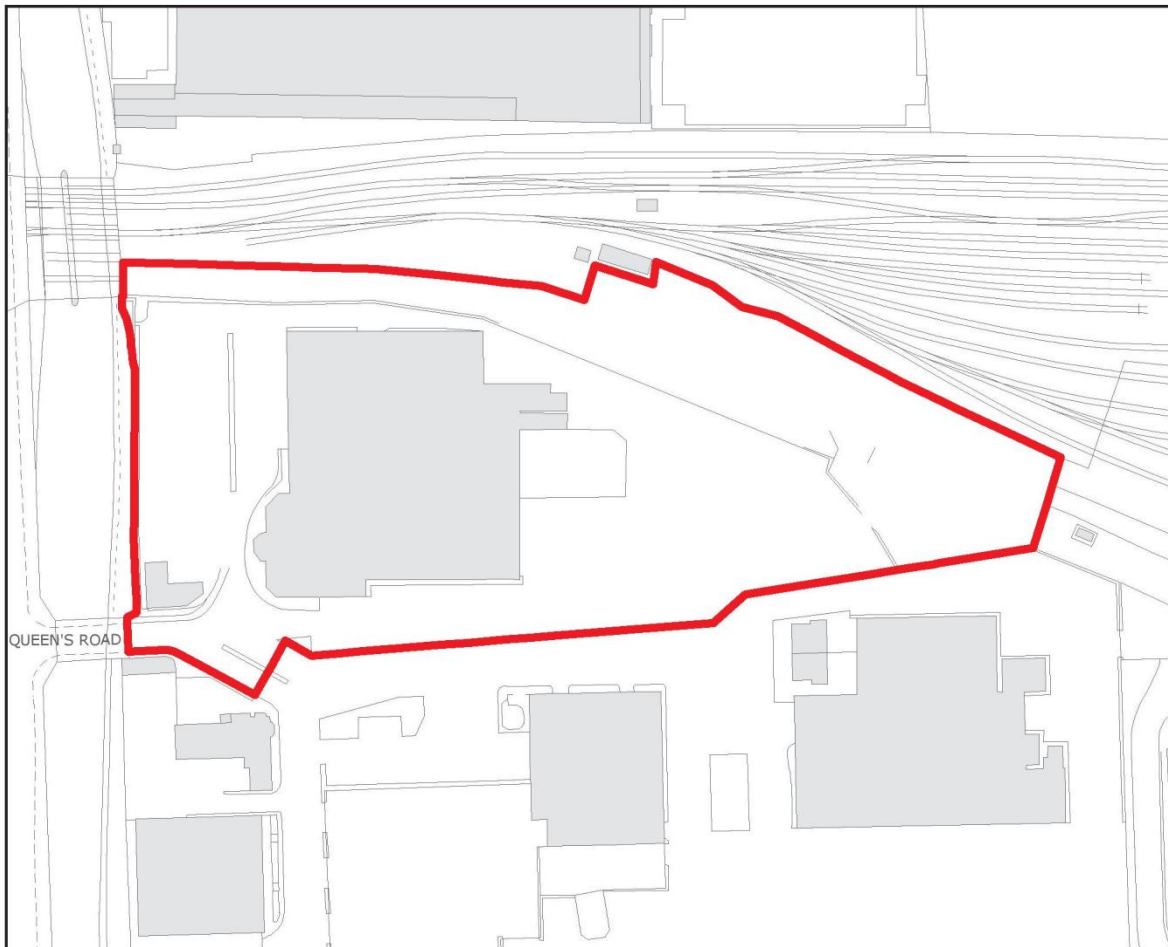
<p>Site Area (ha): 0.94</p>	<p>Proposed use: Residential (C3), student accommodation (Sui Generis). Auxiliary uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of a mixed use scheme.</p>
<p>Ward: Bridge</p>	<p>Development principles: High quality design required that addresses the prominent corner at the junction of London Road and Crocus Street. Development is required to preserve / enhance the character and significance of the Station Conservation Area. Warehouse style development is not appropriate on this site. Potential for connection to low carbon energy via the District Heating System. Design to take account of flood risk issues and boundary with the Tinkers Leen, and have regard to neighbouring residential uses. Part of site is in an area of medium flood risk and a site specific Flood Risk Assessment should accompany any planning application. Part of the eastern edge of the site falls within an archaeological constraints area - requires early consideration in the development process. Site is close to AQMA and waste and heat station facilities, and dispersion modelling may be required dependent on scale of development. Within Mineral Safeguarding Area but not considered a barrier to development.</p>
<p>Address: Crocus Street</p>	
<p>Current use: Largely cleared site</p>	



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0 5 10 20 Meters

PA76 Waterside - London Road, Former Hartwells



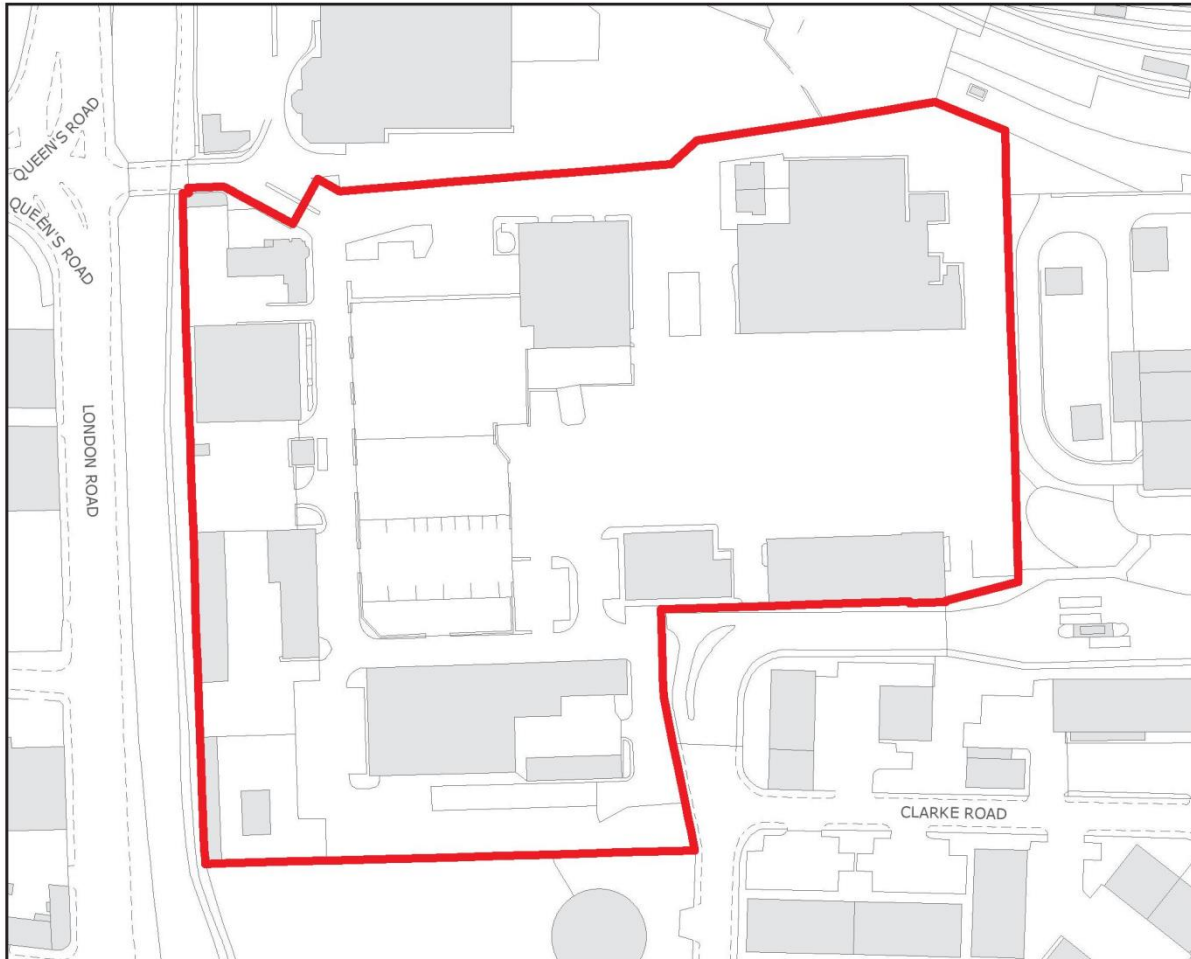
<p>Site Area (ha): 1.64</p> <p>Ward: Bridge</p> <p>Address: London Road</p> <p>Current use: Education</p>	<p>Proposed use: Offices/high tech, light industry/research & development/warehouse (B1, B8), non-residential institution (D1), sports facility, assembly & leisure (D2). Whilst these are the primary uses there may be scope for elements of residential use subject to detailed layout/design.</p> <p>Development principles: Design should respond to and exploit opportunities provided by the canal frontage and address the location of the site adjacent to the Eastcroft Energy from Waste (EfW) plant. A mix of uses are acceptable here and there may be potential for energy related uses which are complementary to the existing EfW plant but which provide a buffer to help manage the transition from the industrial character of the EfW plant to the more active commercial character of the City Centre. Where possible new walking and cycling routes should be provided through the site. Opportunities for low carbon energy via the District Heating System should be explored. The site is within an archaeological constraints area which will require early consideration in the development process. Site specific Flood Risk Assessment required as the site abuts an area of flood risk. Site is within an AQMA and is in close proximity to waste and heat station facilities. Dispersal modelling may be required dependent on scale/height of development and proposals should aim to improve or ensure no further deterioration in air quality. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within a Minerals Safeguarding Area - prior notification required but not considered a barrier to development. Development should have regard to planned highway improvements near the site as part of the Southern Growth Corridor (TR2.2).</p>
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PA77 Waterside - London Road, Eastcroft Depot



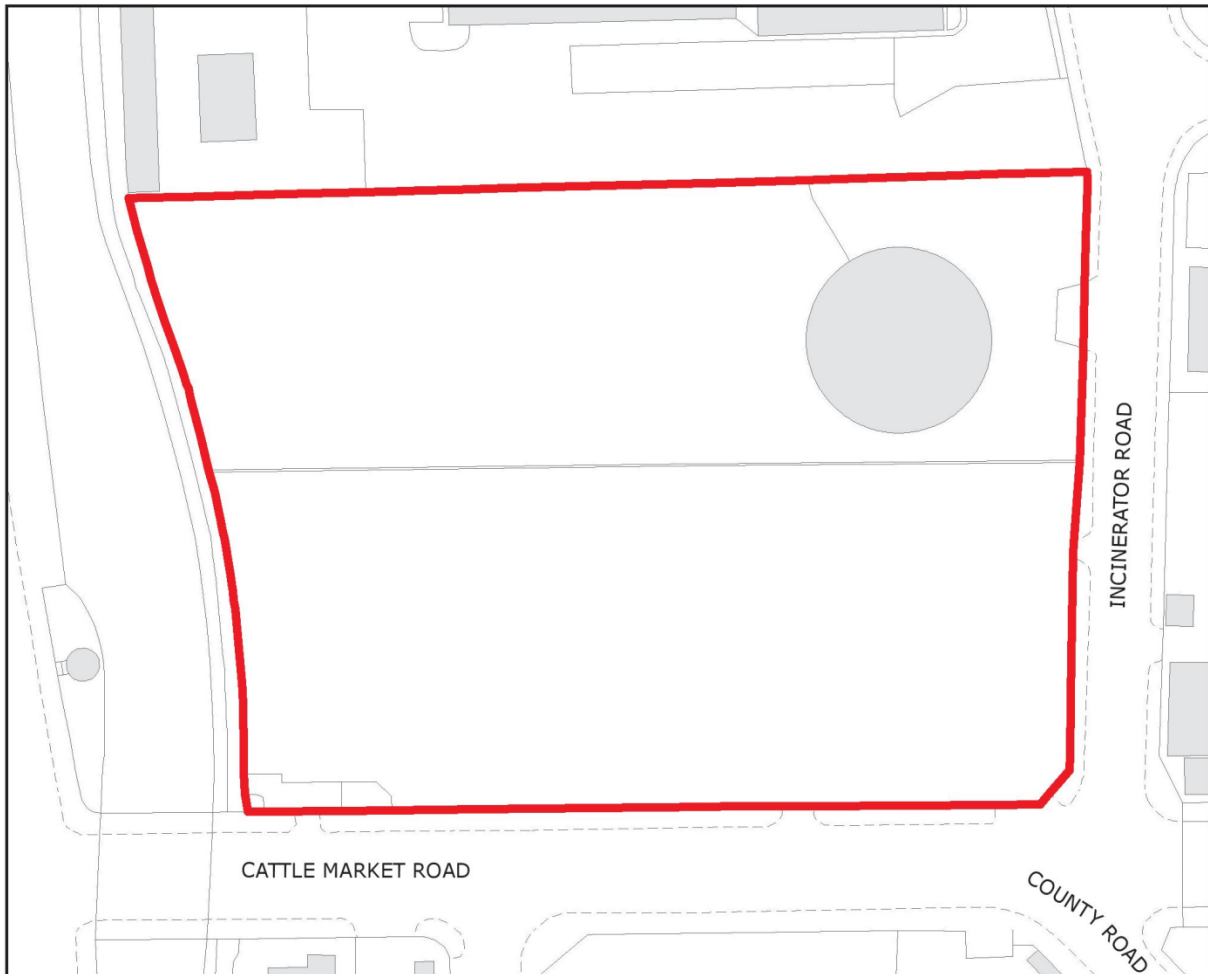
<p>Site Area (ha): 4.15</p> <p>Ward: Bridge</p> <p>Address: London Road</p> <p>Current use: Depot</p>	<p>Proposed use: Offices/high tech, light industry/research & development, warehouse (B1, B8), transport/depot uses, non-residential institution (D1), sports facility, assembly & leisure (D2). Whilst these are the primary uses, there may be scope for elements of residential subject to detailed layout/design.</p> <p>Development principles: Layout and design should exploit the canal side location, opening up access to the tow path. Grade II Listed Buildings on site should be preserved or enhanced. Early consideration of archaeological interest along canal route required. A mix of uses are acceptable and there may be potential for energy related uses or transport/depot/fleet services which are complementary to the existing uses and EfW plant but which provide a buffer and help to manage the transition from the industrial character of the EFW plant to the more active commercial character of the City Centre. As the site is in close proximity to the EfW facility, dispersion modelling may be needed dependent on scale of development / proximity to the chimney. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality. The Tinkers Leen runs in a culvert through the site, upon which no development should take place. If possible this should be opened up to improve its ecological value. There is potential for improved cycling and walking connections from the canal through to the Waterside area. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment which should include consideration of the Nottingham Canal. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - requires prior notification but not considered a barrier to development. Opportunities for low carbon energy via the District Heating System should be explored. Development should have regard to planned highway improvements near the site as part of Turning Point South (TR2.4).</p>
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PA78 Waterside - London Road, South of Eastcroft Depot



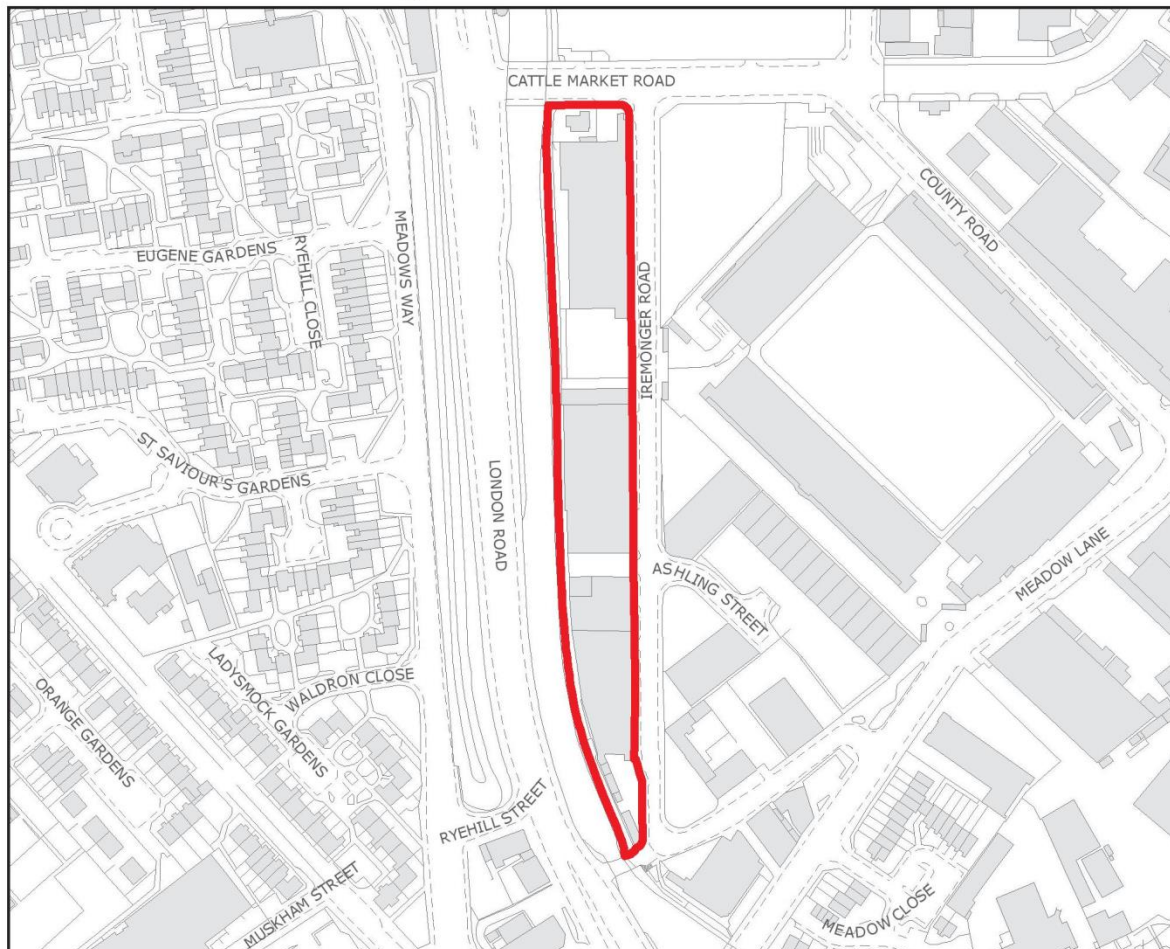
<p>Site Area (ha): 1.2</p> <p>Ward: Bridge</p> <p>Address: London Road</p> <p>Current use: Depot</p>	<p>Proposed use: Offices/high tech, light industry/research & development, warehouse (B1, B8), non-residential institution (D1), sports facility, assembly & leisure (D2). Whilst these are the primary uses, there may be scope for elements of residential subject to detailed layout/design.</p> <p>Development principles: Design should respond to and exploit opportunities provided by the canal frontage and address the location of the site close to the Eastcroft Energy from Waste (EfW) plant. A mix of uses are acceptable here and there may be potential for energy related uses which are complementary to the existing EfW plant but which provide a buffer to industrial uses. Where possible new walking and cycling routes should be provided through the site. The Tinkers Leen culvert runs through the north east corner of the site, the alignment of this should be established and if possible opened up to provide a green corridor. Opportunities for low carbon energy via the District Heating System should be explored. The western most part of the site is within an archaeological constraints area which will require early consideration in the development process. Site specific Flood Risk Assessment required. Site is within an AQMA and in close proximity to waste and heat station facilities. Dispersal modelling may be required dependent on scale/height of development and proposals should aim to improve or ensure no further deterioration in air quality. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within a Minerals Safeguarding Area - prior notification required but not considered a barrier to development. Development should have regard to proposals for planned highway improvements near to the site as part of Turning Point South (TR2.4) and Cattle Market Road Highway Planning Line (TR2.17) and NET safeguarding to the south of the site.</p>
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PA79 Waterside - Iremonger Road



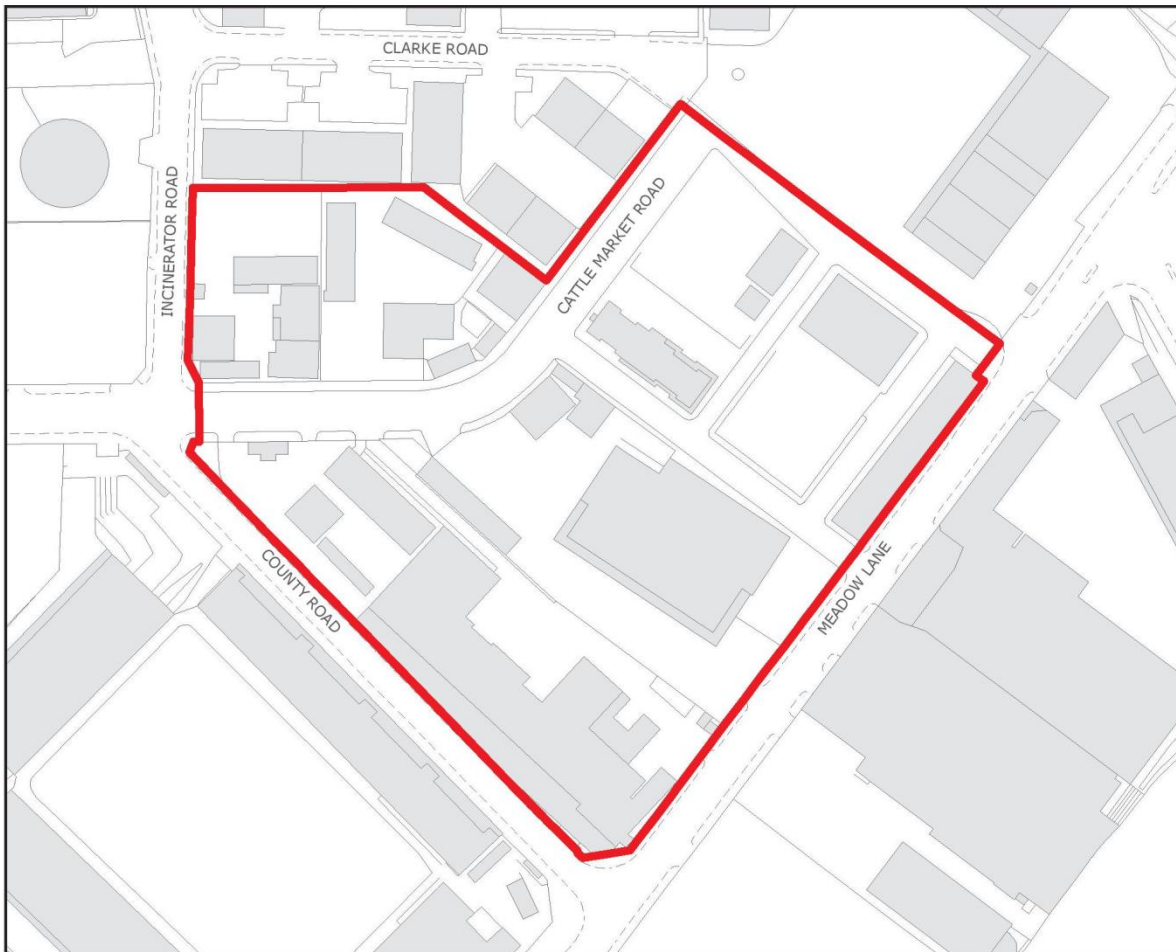
<p>Site Area (ha): 0.94</p> <p>Ward: Bridge</p> <p>Address: Iremonger Road</p> <p>Current use: Employment</p>	<p>Proposed use: Offices/high technology, light industry/research & development (B1), residential (C3), student accommodation (Sui Generis).</p> <p>Development principles: Any proposal should be designed to exploit the canal frontage and to protect and improve the existing green corridor. Opportunities for low carbon energy via the District Heating System should be explored. Site is close to an AQMA and in close proximity to waste and heat station facilities. Dispersal modelling may be required dependent on scale/height of development and proposals should aim to improve or ensure no further deterioration in air quality. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment which also considers the Nottingham Canal. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. The western most part of the site is within an archaeological constraints area which will require early consideration in the development process. Within Minerals Safeguarding Area - prior notification required but not considered a barrier to development. Development should have regard to the Cattle Market Road Highway Planning Line (TR2.17) and NET safeguarding to the northern boundary of the site.</p>
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0 20 40 80 Meters

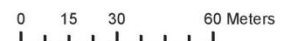
PA80 Waterside - Cattle Market



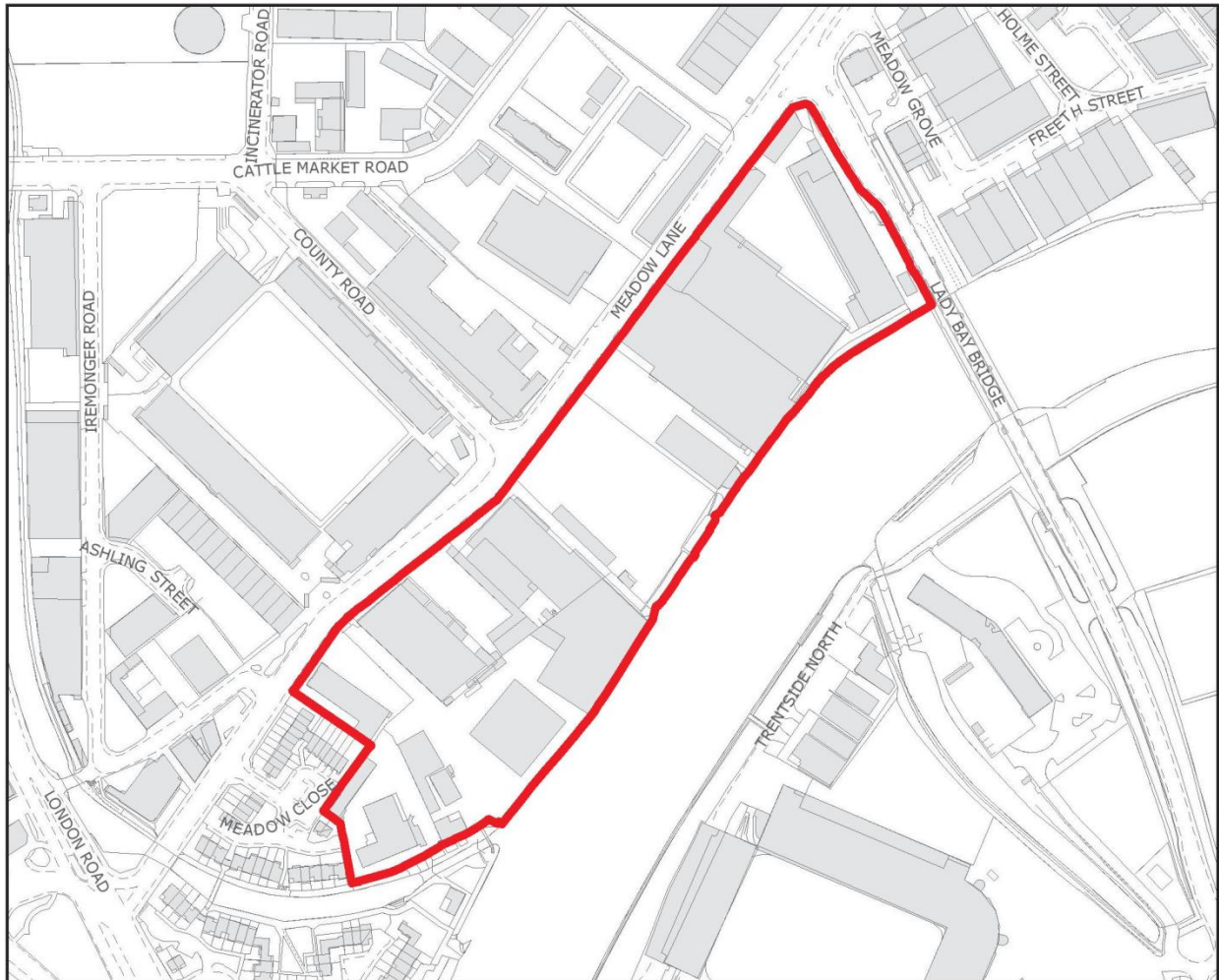
<p>Site Area (ha): 3.43</p> <p>Ward: Bridge</p> <p>Address: Meadow Lane</p> <p>Current use: Mixed use</p>	<p>Proposed use: Offices/light industry/research & development (B1), residential (C3), hotel (C1), non-residential institution (D1), assembly & leisure (D2).</p> <p>Development principles: High quality design required that takes account of the need to preserve the significance of Listed Buildings and structures. Development should support the delivery of enhanced east west linkages across the Waterside Area. Highway access into and through the site requires careful consideration and discussion with the City Council. There is potential for delivery of highway rationalisation and proposals should have regard to Cattle Market Road Highway Planning Line (TR2.17) running through the centre of the site and to the south on County Road. An indicative route for a future NET line is safeguarded to the south east of the site. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk which should consider the River Trent and culverted Tinkers Leen and overtopping/breach of current defences. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Opportunities for low carbon energy via the District Heating System should be explored. Within Minerals Safeguarding Area - prior notification required but not considered a barrier to development.</p>
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PA81 Waterside - Meadow Lane



<p>Site Area (ha): 4.99</p> <p>Ward: Bridge</p> <p>Address: Meadow Lane</p> <p>Current use: Mixed use</p>	<p>Proposed use: Primarily residential (C3) with other uses - offices/high technology, light industry/research & development (B1), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1), financial services (A2), food & drink (A3) delivered as an integral part of a mixed use scheme.</p> <p>Development principles: Potential for transformational development to create a new riverside community. Development should be primarily residential to maximise the waterfront location. Design should exploit riverside position and provide a continuous cycle and pedestrian path along the River Trent. Existing bank-side habitats to be retained and accessible riverside green corridor created providing wildlife and community value. Site is close to an AQMA and in close proximity to waste and heat station facilities. Dispersal modelling may be required dependent on scale/height of development and proposals should aim to improve or ensure no further deterioration in air quality. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment. No development to take place above culverted Tinkers Leen that runs through the site. The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource. Within Minerals Safeguarding Area - prior notification required but not considered a barrier to development. Development should have regard to NET safeguarding and Cattle Market Road Highway Planning Line (TR2.17) to the northern boundary of the site.</p>
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