

**AREA 8 (CLIFTON NORTH, CLIFTON SOUTH AND BRIDGE) COMMITTEE –  
13 SEPTEMBER 2017**

<b>Title of paper:</b>	<b>Local Plan Part 2: Land and Planning Policies Document – Revised Publication Version</b>	
<b>Director(s)/ Corporate Director(s):</b>	Paul Seddon – Chief Planner David Bishop – Deputy Chief Executive/Corporate Director Development & Growth	<b>Wards affected:</b> Clifton North, Clifton South and Bridge
<b>Report author(s) and contact details:</b>	Paul Tansey, Senior Planner, Planning Policy, 0115 876 3973 paul.tansey@nottinghamcity.gov.uk	
<b>Other colleagues who have provided input:</b>	Matt Gregory, Policy and Research Manager, (0115) 876 3981 matt.gregory@nottinghamcity.gov.uk	
<b>Date of consultation with Portfolio Holder(s) (if relevant)</b>	N/A	
<b>Relevant Council Plan Key Theme:</b>		
Strategic Regeneration and Development		<input checked="" type="checkbox"/>
Schools		<input type="checkbox"/>
Planning and Housing		<input checked="" type="checkbox"/>
Community Services		<input type="checkbox"/>
Energy, Sustainability and Customer		<input type="checkbox"/>
Jobs, Growth and Transport		<input checked="" type="checkbox"/>
Adults, Health and Community Sector		<input type="checkbox"/>
Children, Early Intervention and Early Years		<input type="checkbox"/>
Leisure and Culture		<input type="checkbox"/>
Resources and Neighbourhood Regeneration		<input checked="" type="checkbox"/>
<b>Summary of issues (including benefits to citizens/service users):</b>		
<p>Once adopted, the Land and Planning Policies Document will form the second part of the City Council's Local Plan for Nottingham City, alongside the Nottingham City Aligned Core Strategy (Local Plan Part 1), which was adopted in September 2014.</p> <p>A Revised Publication version of the Land and Planning Policies Document will be published for a six week period from Friday 29 September to 10 November 2017 to allow formal representations. This follows several consultation stages including Issues and Options consultation, a Preferred Options consultation, and a Publication version consultation.</p> <p>Following this Revised Publication stage, the Land and Planning Policies Document will be submitted to the Secretary of State and undergo independent examination. If found sound, the document will be adopted and, alongside the Core Strategy, will replace the current Local Plan (2005).</p> <p>The Land and Planning Policies Document contains planning policies to guide decision making on planning applications. Some policies have been carried forward from the last Local Plan (adopted in 2005) but there are also new policy areas. The Land and Planning Policies Document also includes 79 specific sites which are allocated for particular uses, such as housing, employment or retail.</p> <p>Site allocations and policy designations are set out on the Policies Map, and changes to the Policies Map will also be published alongside the Revised Publication Land and Planning Policies Document.</p>		
<b>Recommendation(s):</b>		
<b>1</b>	That the committee notes that the Local Plan Part 2: Land and Planning Policies document (Revised Publication Version) and the accompanying Policies Map changes will be published for representations, and the period for making representations ends on 10 November 2017.	

# **1 REASONS FOR RECOMMENDATIONS**

1.1 Production of a Local Plan is a statutory requirement.

## **2 BACKGROUND (INCLUDING OUTCOMES OF CONSULTATION)**

2.1 Once adopted, the Local Plan Part 2: Land and Planning Policies Document (Local Plan) will form part of the statutory planning framework for Nottingham, alongside the Core Strategy. Before the Local Plan can be adopted, it must go through several stages of formal and informal consultation. To date, the Local Plan has been through three informal stages of consultation – the Issues and Options consultation stage, the Additional Sites consultation stage and the Preferred Option consultation stage, and one formal stage of consultation on the Publication Version of the Local Plan.

2.2 The previous consultations have informed the development of the Local Plan, and a number of changes are proposed to the previous Publication Version of the plan. It is therefore considered necessary to consult on a Revised Publication version of the Plan before it is ready for independent examination by a Government appointed planning inspector. The Revised Publication Version of the Local Plan will therefore be published for representations, with consultation focussed on the changes between the Publication Version and the Revised Publication Version of the Local Plan. This provides a formal opportunity for the local community and other interested parties to consider the changes made to the Local Plan since the original Publication Version.

2.3 All documents can be viewed at [www.nottinghamcity.gov.uk/revisedpublication](http://www.nottinghamcity.gov.uk/revisedpublication).

2.4 The policies in the Local Plan address the following matters:

- Climate Change
- Employment Provision and Economic Development
- Role of Town, District and Local Centres
- Regeneration
- Strategic Regeneration Sites
- Housing Size, Mix and Choice
- Design and Enhancing Local Identity
- The Historic Environment
- Local Services and Healthy Lifestyles
- Community Facilities
- Managing Travel Demand
- Green Infrastructure, Parks and Open Space
- Biodiversity
- Minerals
- Telecommunications
- Land Contamination, Instability and Pollution
- Developer Contributions

2.5 The Local Plan also includes a Policies Map showing new or amended designations (e.g. the Castle and Creative Quarters, Retail Centres, Green Belt Revisions and Minerals Safeguarding Areas), together with the site allocations. The consultation will also include the Policies Map, where this is proposed to be changed.

2.6 The following site allocations are relevant to this Area Committee, and site plans and Development Principles are included as Appendix 1 to this report. Where the

Revised Publication Version of the Local Plan makes changes to the sites or to the Development Principles, these are shown in the appendix:

**Sites marked with an \* are proposed to be changed**

PA48	Queens Drive - Land adjacent to the Portal*	Bridge
PA49	NG2 West - Enterprise Way*	Bridge
PA50	NG2 South - Queens Drive	Bridge
PA51	Riverside Way*	Bridge
PA53	Electric Avenue	Bridge
PA55	Ruddington Lane - Rear of 107-127*	Clifton North
PA56	Sturgeon Avenue - The Spinney*	Clifton North
PA57	Clifton West	Clifton South
PA58	Green Lane - Fairham House*	Clifton South
PA59	Farnborough Road - Former Fairham Comprehensive School*	Clifton South
PA67	intu Broadmarsh Centre*	Bridge
PA68	Canal Quarter - Island Site*	Bridge
PA69	Canal Quarter - Station Street/Carrington Street*	Bridge
PA70	Canal Quarter - Queens Road, East of Nottingham Station*	Bridge
PA71	Canal Quarter - Sheriffs Way, Sovereign House*	Bridge
PA72	Canal Quarter - Waterway Street*	Bridge
PA73	Canal Quarter - Sheriffs Way/Arkwright Street*	Bridge
PA74	Canal Quarter - Arkwright Street East*	Bridge
PA75	Canal Quarter - Crocus Street, Southpoint*	Bridge
PA76	Waterside - London Road, Former Hartwells	Bridge
PA77	Waterside - London Road, Eastcroft Depot	Bridge
PA78	Waterside - London Road, South of Eastcroft Depot*	Bridge
PA79	Waterside - Iremonger Road*	Bridge
PA80	Waterside - Cattle Market*	Bridge
PA81	Waterside - Meadow Lane*	Bridge

2.7 There have been several key changes to the sites including:

- Some sites in the Waterside including PA81 (Meadow Lane) have had the housing numbers reduced, to allow for lower residential density, more family housing, and to foster a sustainable community for the Waterside.
- 'Non-residential Institutions' has been deleted from site PA80 (Cattle Market) to reflect reconsideration of mix of uses on the site.
- Site PA48 (Queens Drive – Land Adjacent to the Portal) has been deleted due to development being substantially complete, and remaining area lower than the 0.5 hectare threshold for inclusion in the Local Plan.
- Site PA51 (Riverside Way) – has been deleted due to existing viable uses and following consultation with other land owners. Land in the east of the allocation is appropriate for residential development, but falls below the 0.5 hectare threshold for allocating in the LAPP.

2.8 There have been several changes to policies, of particular interest to this Area Committee include: Policy RE8 “Waterside” and associated Justification text – amended to clarify the approach to uses considered incompatible with the regeneration aims of the Waterside, by acknowledging the need to relocate existing businesses and minimise disruption to existing business through sensitive phasing proposals.

## **CONSULTATION**

2.9 164 individual people and organisations responded to the Publication Version consultation and there were approximately 967 individual responses.

2.10 A Report of Consultation has been produced setting out the measures undertaken at previous consultation stages. This has been published for information alongside the Revised Publication Local Plan.

## **SUSTAINABILITY APPRAISAL**

2.11 Under the requirements of the Planning and Compulsory Purchase Act (2004), a Sustainability Appraisal (SA) (which incorporates the EU requirement for Strategic Environmental Assessment) has been produced. The SA has 14 objectives relating to economic, social and environmental issues in Nottingham. The SA assesses the potential impacts of each of the policies and site allocations against the 14 objectives, and has been published alongside the Local Plan.

## **OTHER BACKGROUND ASSESSMENTS**

2.12 In addition to analysing the consultation responses and undertaking the SA, a number of other background assessments have been undertaken to inform the Local Plan. Each of the sites put forward for allocation has undergone a detailed assessment. The assessment involved collecting information regarding planning history, land use, constraints, transport and accessibility, wider regeneration benefits, infrastructure and energy and heat networks and previous work, including Development Briefs. Site visits were also undertaken for each site.

2.13 Background Papers have also been produced to inform the Local Plan policies. Where necessary, addendums have been produced to update them for the Revised Publication Version of the Local Plan.

These are titled as follows:

- Climate Change
- Employment and Economy
- Infrastructure Delivery Plan
- Green Belt
- Minerals
- Retail
- Sustainable, Inclusive and Mixed Communities
- Transport
- Equalities Impact Assessment

## **NEXT STEPS**

- 2.14 Any representations received will be considered and technical drafting changes may be proposed if any factual or minor inaccuracies emerge. These will not be consulted upon. However, if the City Council wishes to make any further substantial changes to the draft Local Plan in response to the representations or other key factors, then it is likely that these will need to be subject to further consultation.
- 2.15 The Council will summarise the main issues raised by representations, and submit the summary together with the Local Plan and all the representations received at both Publication and Revised Publication stage to the Secretary of State for independent examination by an Inspector. The examination is likely to include a public hearing session, when parties making representations may, at the Inspector's discretion, present their views in person. The examination is expected to be in summer 2018, and if the Local Plan is found legally compliant and sound it is anticipated that it will be adopted later in 2018.

## **3 OTHER OPTIONS CONSIDERED IN MAKING RECOMMENDATIONS**

- 3.1 None – the production of a Local Plan is a statutory requirement.

## **4 FINANCE COLLEAGUE COMMENTS (INCLUDING IMPLICATIONS AND VALUE FOR MONEY/VAT)**

- 4.1 The production of a Local Plan is a statutory requirement for the Council. There are no direct financial implications from the submission of a Local Plan and the work has been undertaken using current existing resources earmarked for this purpose and presents no financial pressure on the Council. (Comments from Susan Tytherleigh, Strategic Finance Business Partner, Development and Growth, 14 August 2017).

## **5 LEGAL AND PROCUREMENT COLLEAGUE COMMENTS (INCLUDING RISK MANAGEMENT ISSUES, AND LEGAL, CRIME AND DISORDER ACT AND PROCUREMENT IMPLICATIONS)**

- 5.1 As indicated in the main body of the report, the Council is under a statutory duty to produce a Local Plan of which the LAPP is part. Requirements relating to the production and adoption of the local plan are prescribed by regulations. The approval of such documents is not the sole function of the Executive and only full Council can approve the submission of the LAPP for independent examination. Whilst there are risks that the Plan (or parts of it) could be found to be unsound or challenged on adoption the LAPP has been the subject of legal advice during its preparation to seek to ensure its compliance with the law and planning policy. Although the LAPP has already been through one period of consultation it is prudent to carry out a further consultation on the proposed changes (especially those which may affect the Plan's soundness), to strengthen the Council's position at the submission stage and this report is brought before the Committee as part of that process. (Comments from Ann Barrett Team Leader, Planning and Environment Team, Legal Services, 10 August 2017).

**6 STRATEGIC ASSETS & PROPERTY COLLEAGUE COMMENTS (FOR DECISION RELATING TO ALL PROPERTY ASSETS AND ASSOCIATED INFRASTRUCTURE) (AREA COMMITTEE REPORTS ONLY)**

- 6.1 Property has been fully consulted as appropriate throughout the preparation of the Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2), The LAPP contains a number of sites owned by the City Council the development of which will increase the provision of new homes and employment opportunities, assist in regeneration and generate capital receipts for the Council. (Comments provided by Rod Martin, Property Development Manager, 10 August 2017).

**7 EQUALITY IMPACT ASSESSMENT**

- 7.1 Has the equality impact of the proposals in this report been assessed?

No



An EIA is not required because the Area Committee is a consultee to the Local Plan.

**8 LIST OF BACKGROUND PAPERS OTHER THAN PUBLISHED WORKS OR THOSE DISCLOSING CONFIDENTIAL OR EXEMPT INFORMATION**

- 8.1 Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2), Revised Publication Version, September 2017. (Shows the proposed changes as track changes to the original Publication Version, January 2016).
- 8.2 Schedule of Changes to the Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2), Publication Version, September 2017.
- 8.3 Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2), Publication Version, January 2016.
- 8.4 The Land and Planning Policies Sustainability Appraisal Report, January 2016, and addendum, September 2017.
- 8.5 Report of Consultation for the Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2) Publication Version, (Draft Regulation 22 Statement), September 2017.
- 8.6 The Land and Planning Policies Site Assessment Document, January 2016 and addendum, September 2017.
- 8.7 Climate Change Background Paper, January 2016.
- 8.8 Retail Background Paper, January 2016 and addendum, September 2017.
- 8.9 Transport Background Paper, January 2016 and addendum, September 2017.
- 8.10 Sustainable, Inclusive and Mixed Communities Background Paper, January 2016 and addendum, September 2017.

8.11 Employment Provision and Economic Development Background Paper, January 2016 and addendum, September 2017.

8.12 Minerals Background Paper, January 2016 and addendum, September 2017.

8.13 Green Belt Background Paper, January 2016.

8.14 Infrastructure Delivery Plan, September 2017.

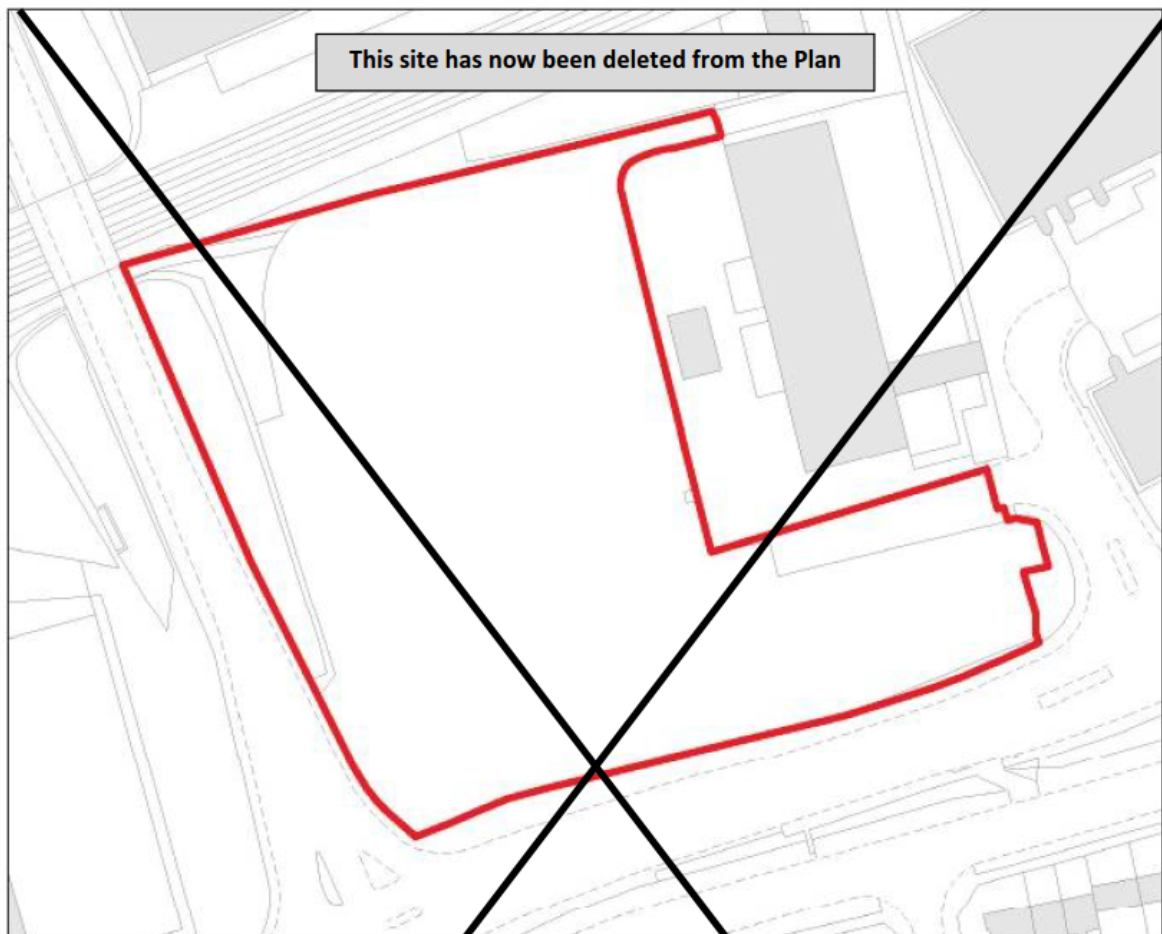
## **9 PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT**

9.1 Department for Communities and Local Government, National Planning Policy Framework, March 2012.

9.2 Nottingham City Council, Local Plan Part 1: The Nottingham City Aligned Core Strategy, September 2014.

# Appendix 1: Local Plan Sites within Clifton North, Clifton South and Bridge Wards

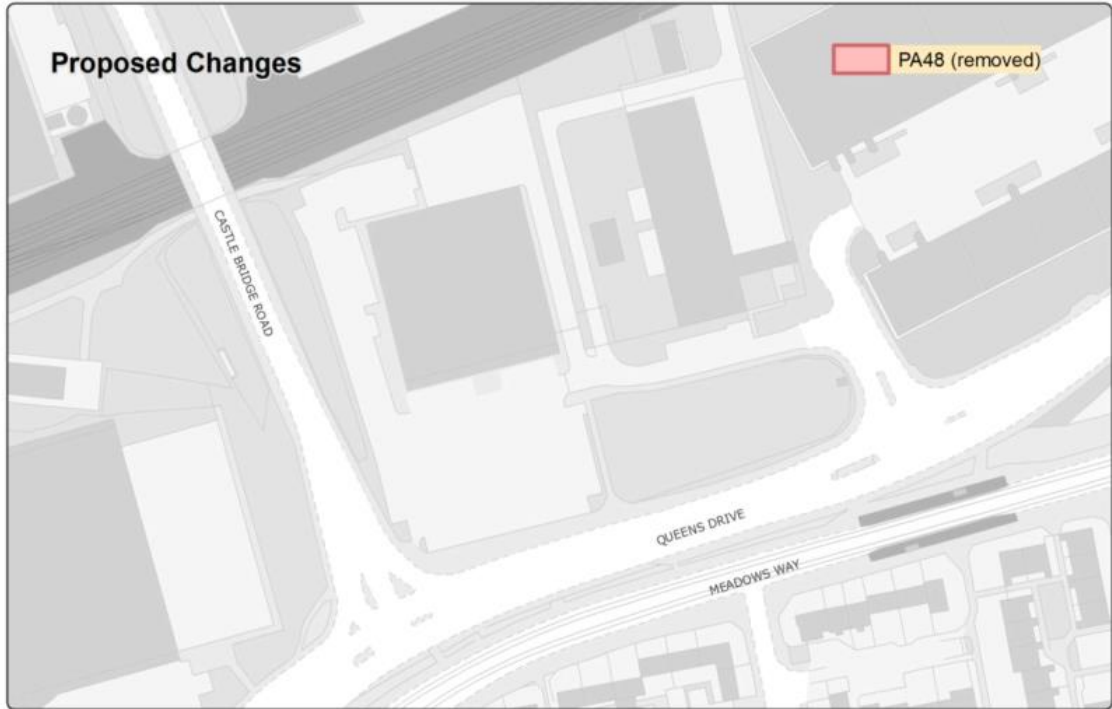
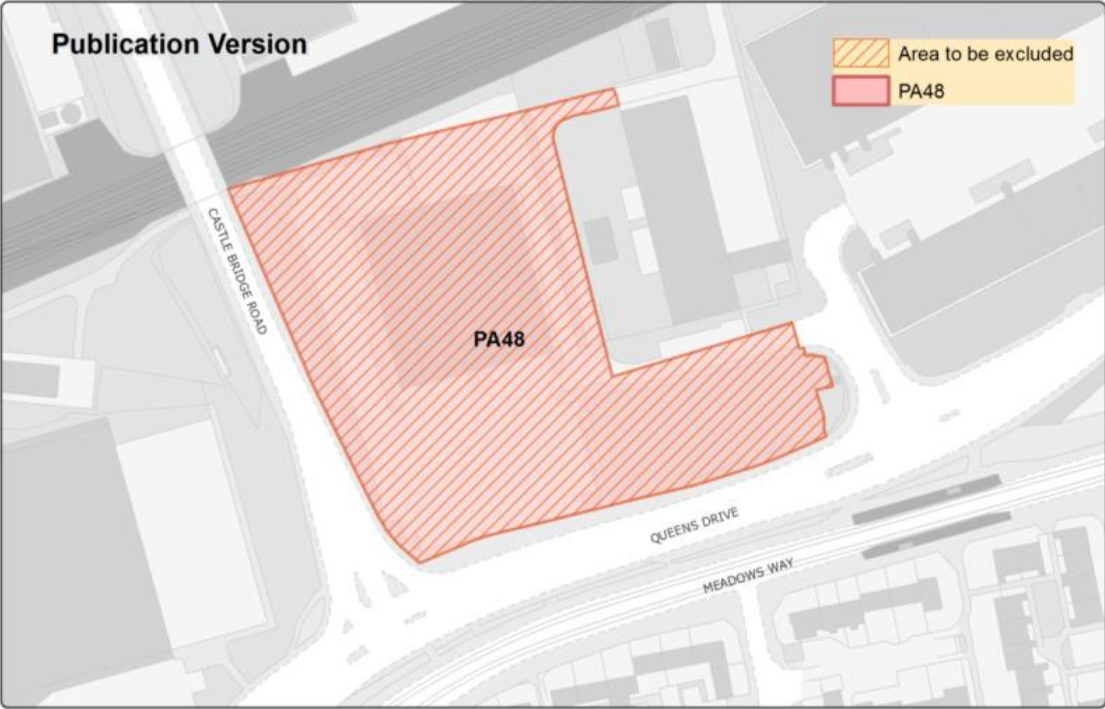
## PA48 Queens Drive – Land adjacent to the Portal



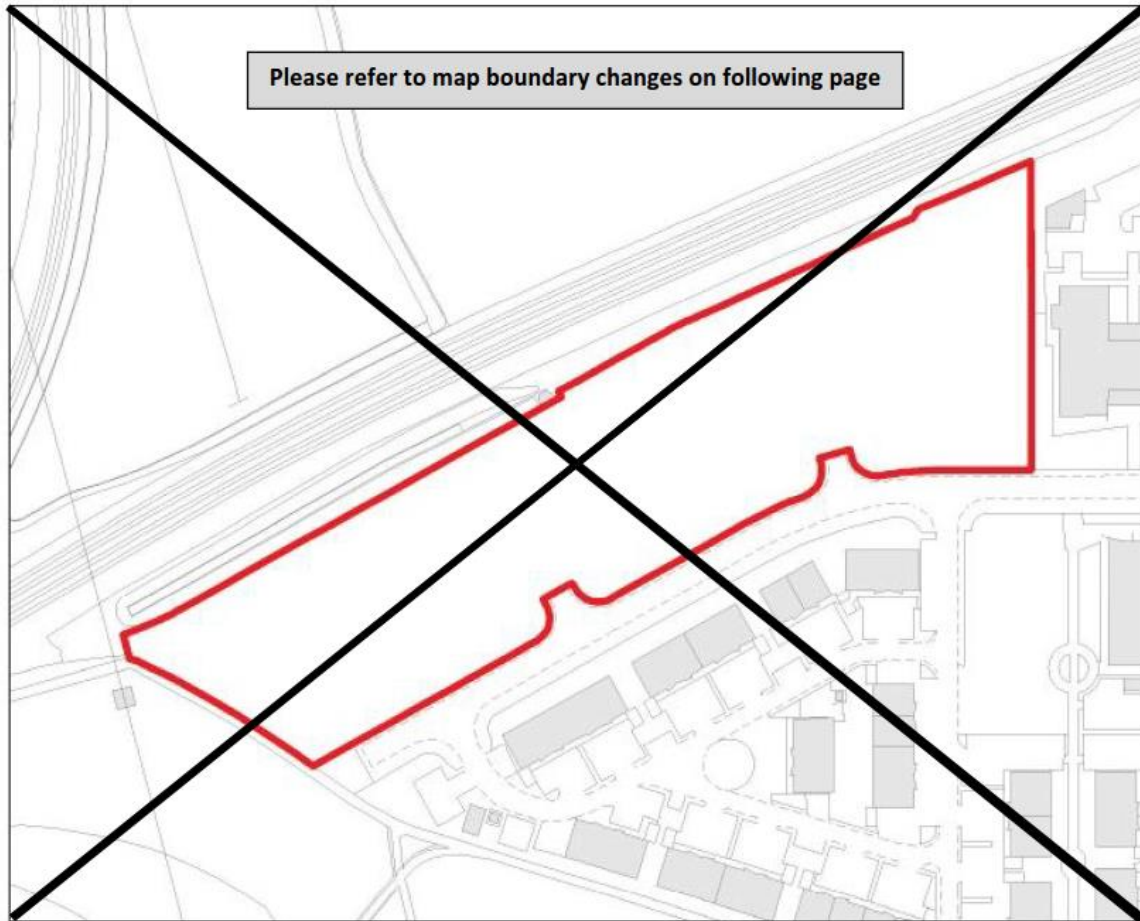
<p>1:28</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Queens Drive</p> <p><b>Current use:</b> Cleared Site</p>	<p>Office (B1), motor showroom (Sui-Generis), retail (A1) as part of a comprehensive development.</p> <p><b>Development principles:</b> High quality contemporary design commensurate with buildings close by at No 2. 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.</p>
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# PA48 Queens Drive - Land adjacent to the Portal - Allocation Deletion

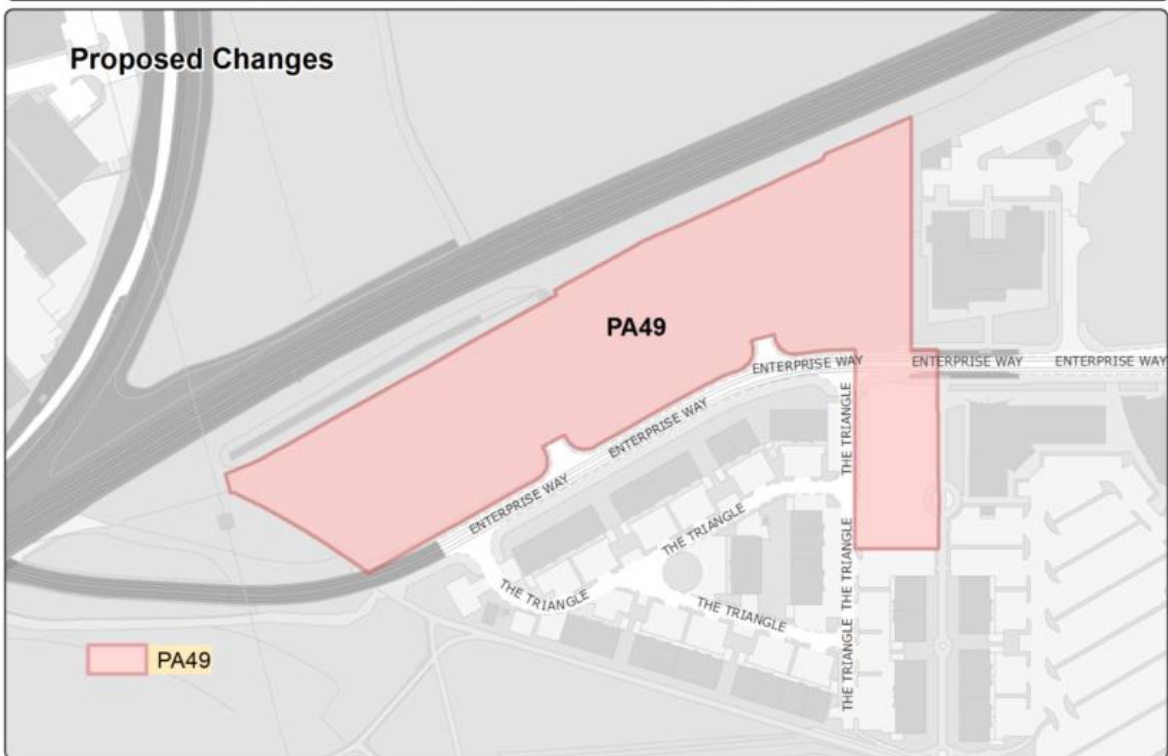
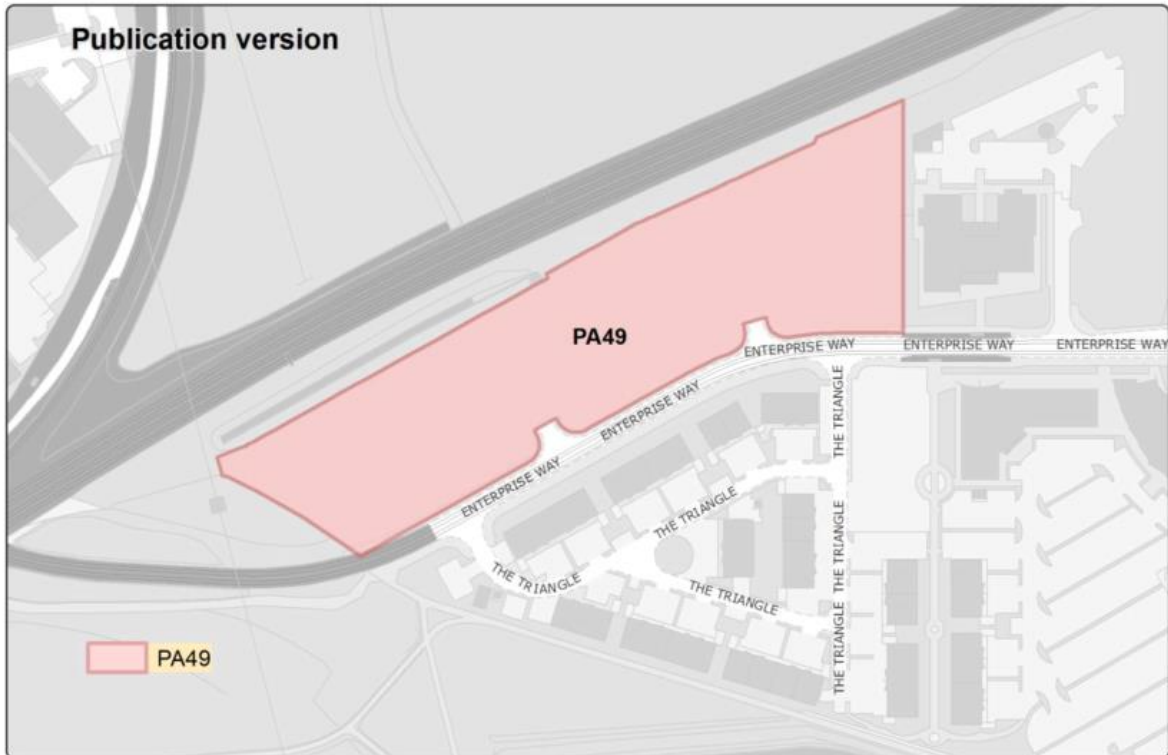


**PA49 NG2 West - Enterprise Way**

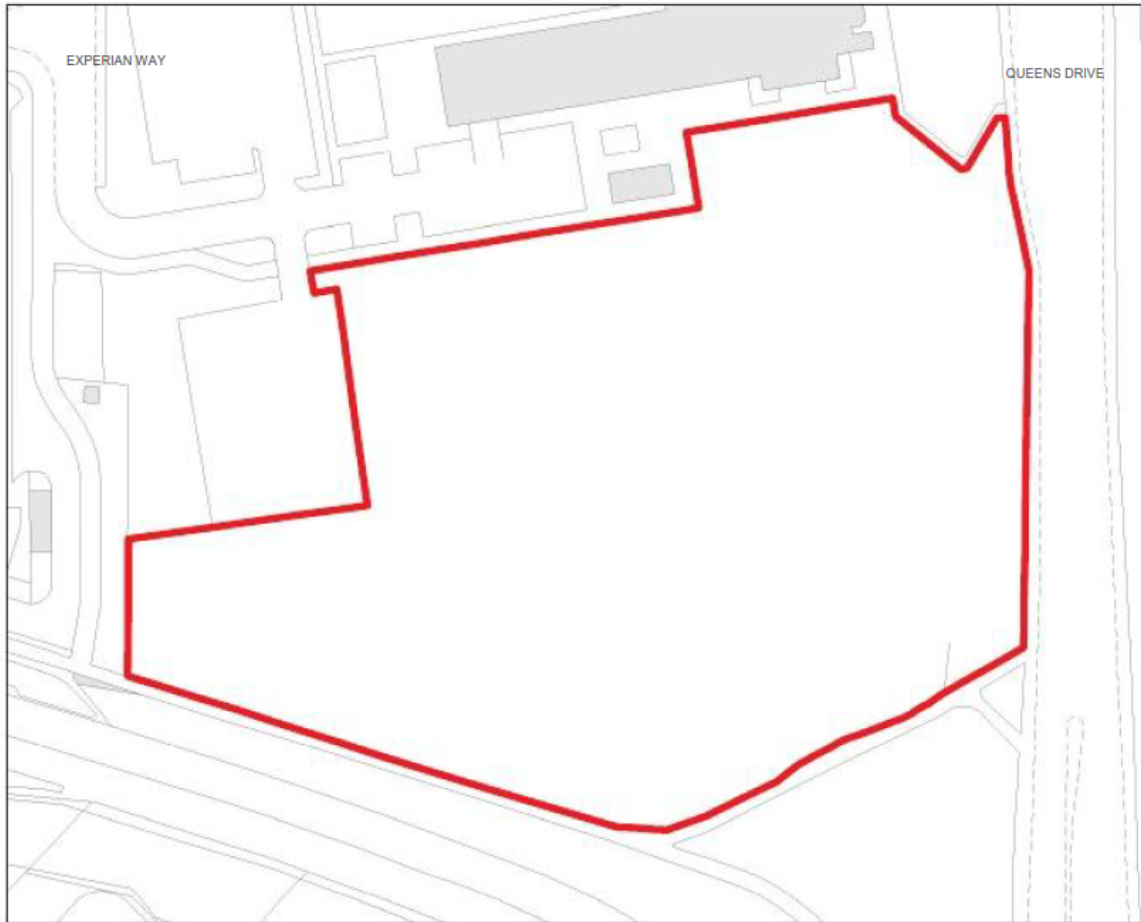


<p><b>Site Area (ha):</b> 4.92.3</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Enterprise Way</p> <p><b>Current use:</b> Vacant</p>	<p><b>Proposed use:</b> Employment (B1a/b).</p> <p><b>Development principles:</b> Design should be of a modern standard commensurate with existing development on site. 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.</p>
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# PA49 NG2 West - Enterprise Way - Boundary Changes

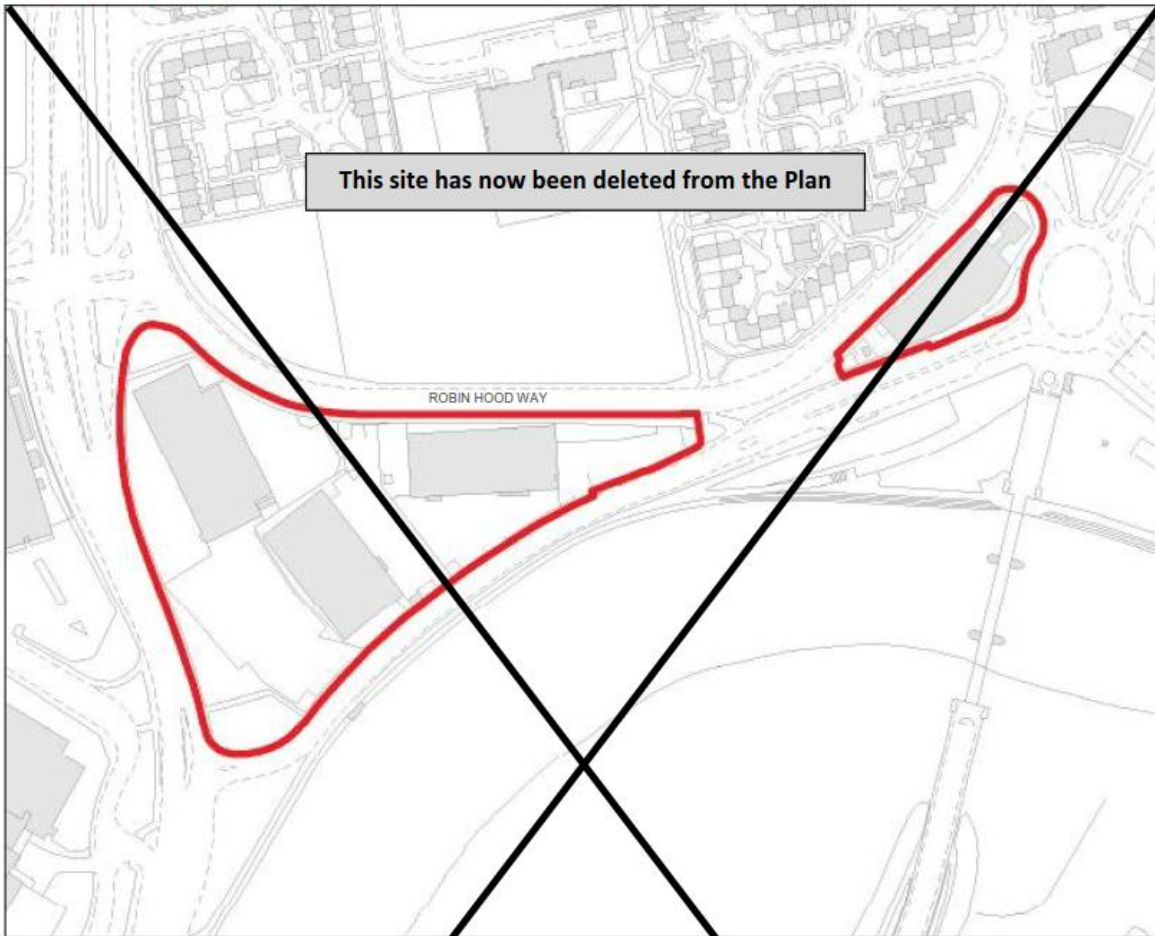


## PA50 NG2 South - Queens Drive



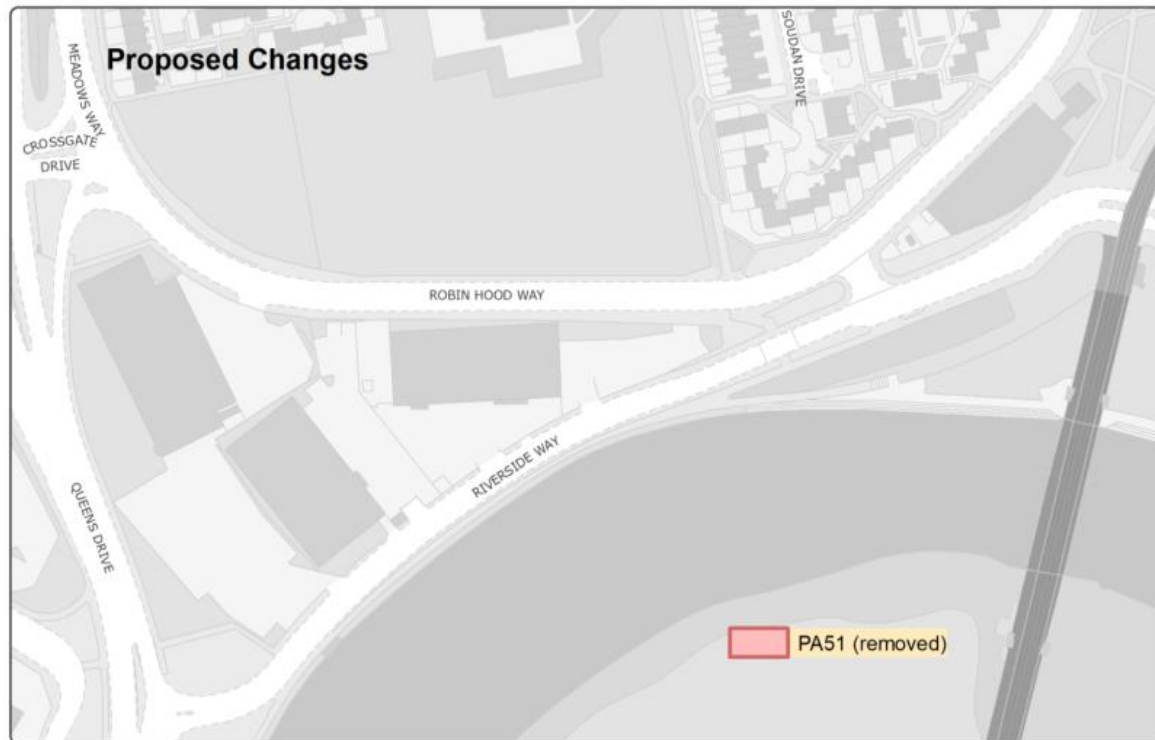
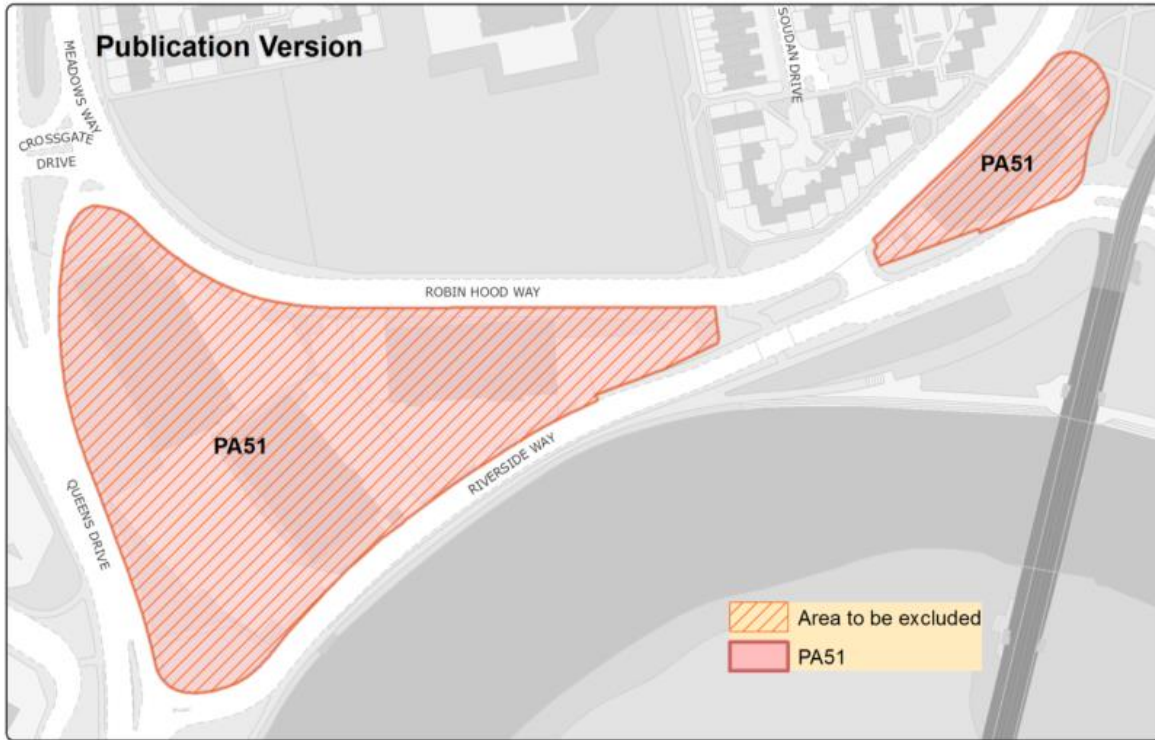
<p><b>Site Area (ha):</b> 1.61</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Queens Drive</p> <p><b>Current use:</b> Vacant</p>	<p><b>Proposed use:</b> Employment (B1a/b).</p> <p><b>Development principles:</b> Design should be of a modern standard commensurate with existing development on site, with 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. <del>Opportunities</del> 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>
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## PA51 Riverside Way

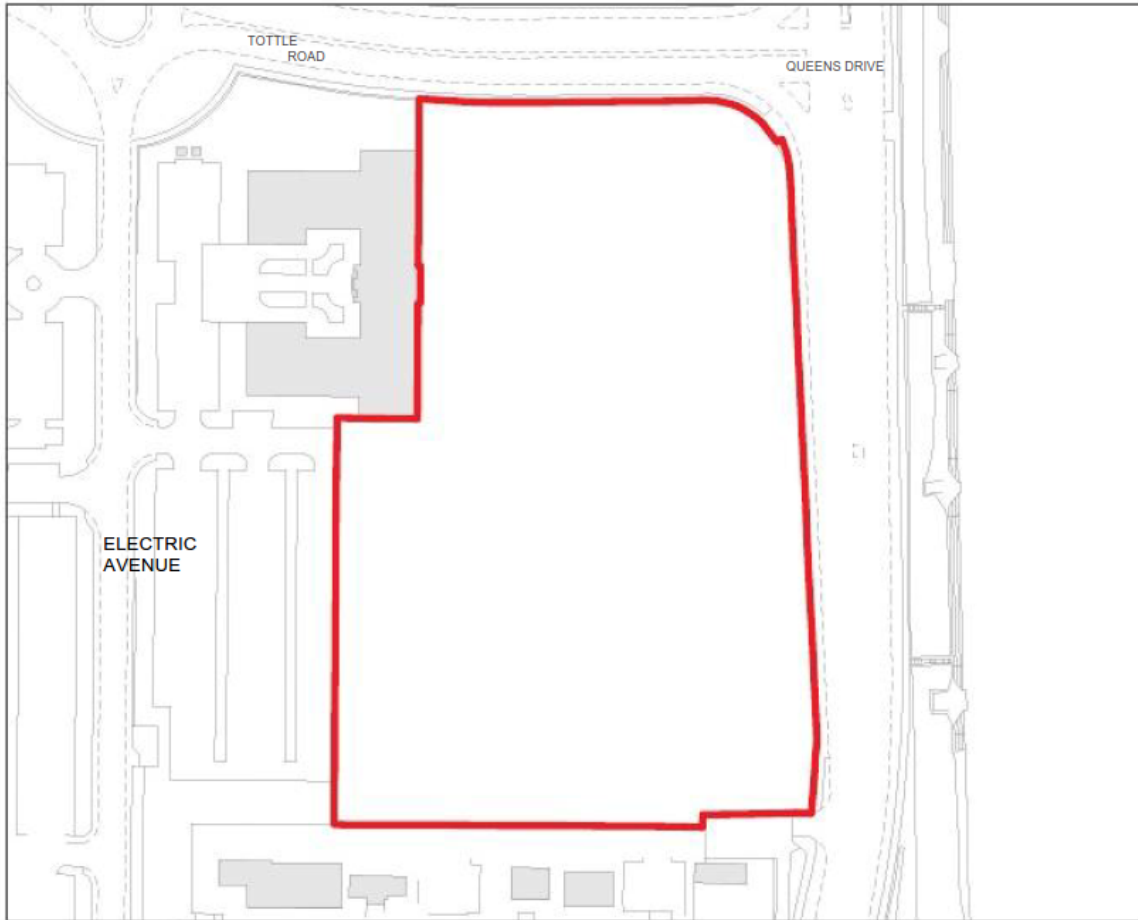


<p><b>Site Area (ha):</b> 2.2</p>	<p><b>Proposed use:</b> Residential (C3), <u>schools</u>, offices/research &amp; development/light industry (B1).</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> Robin Hood Way</p>	<p>The residential element(s) of the site should 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. <u>Opportunities for more direct link to 'Big Track' route should be explored.</u> 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><b>Current use:</b> Mixed use</p>	

# PA51 Riverside Way - Allocation Deletion

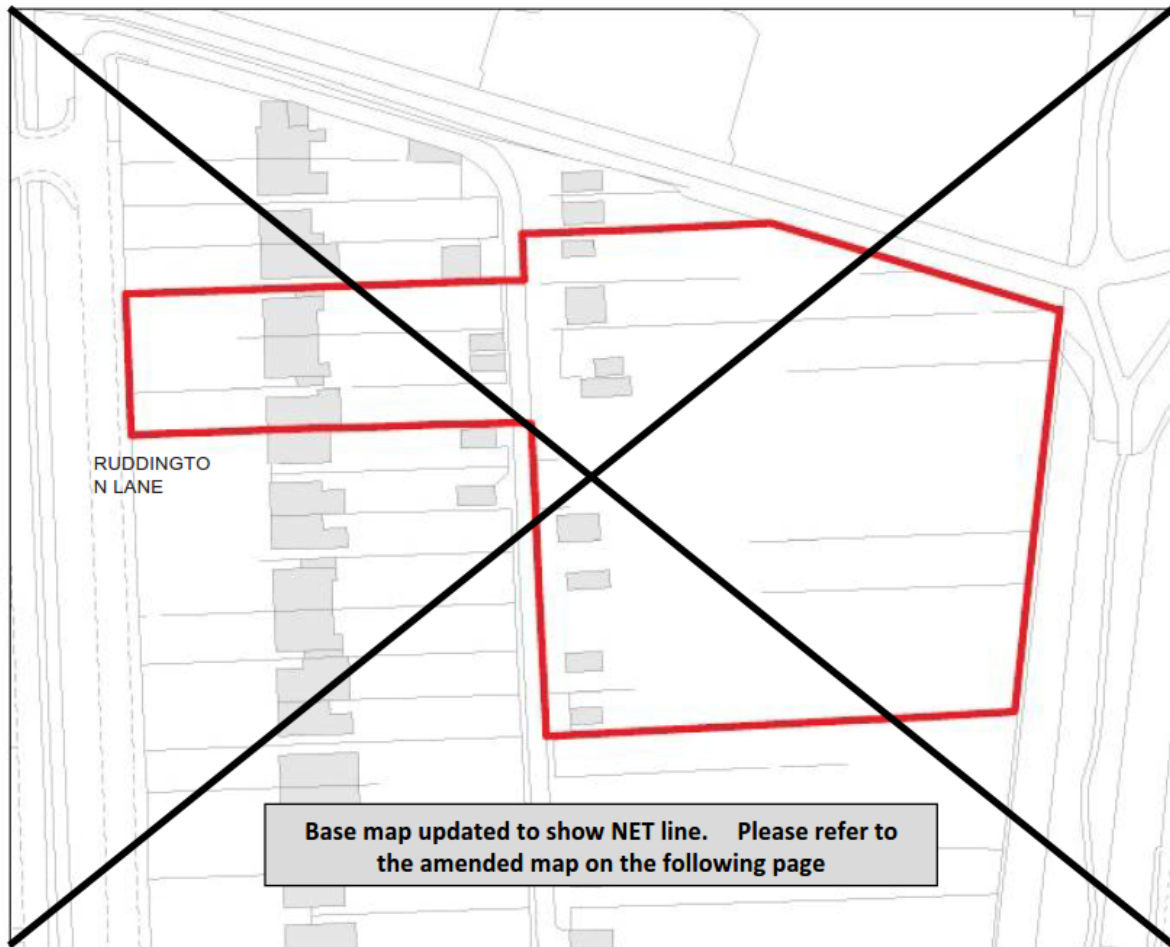


## PA53 Electric Avenue



<p><b>Site Area (ha):</b> 2.3</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Queens Drive</p> <p><b>Current use:</b> Cleared Site</p>	<p><b>Proposed use:</b> Office/research &amp; development /light industrial (B1).</p> <p><b>Development principles:</b> 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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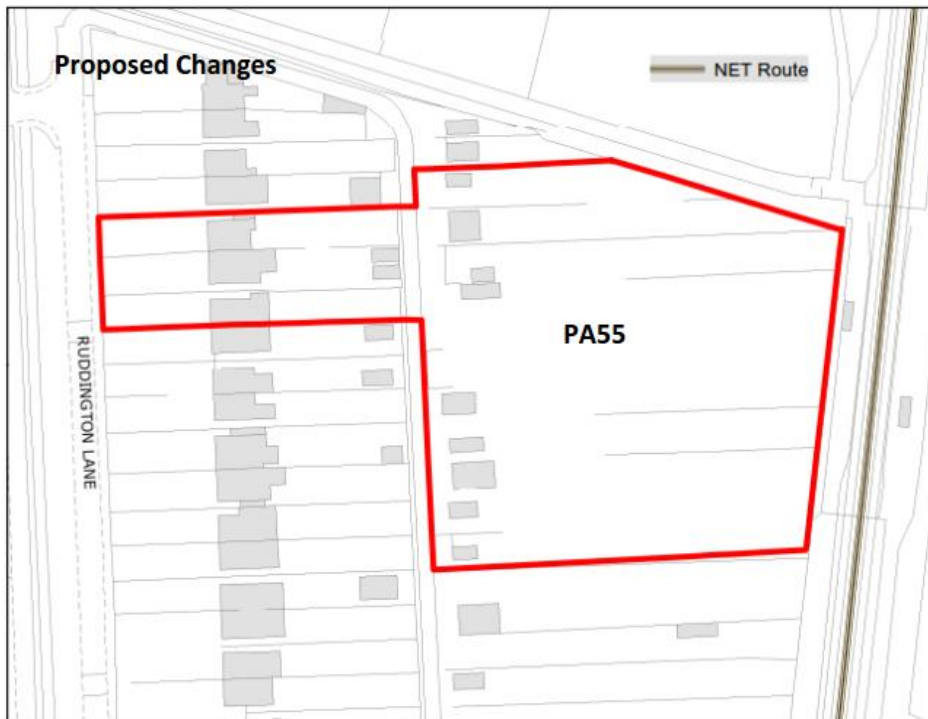
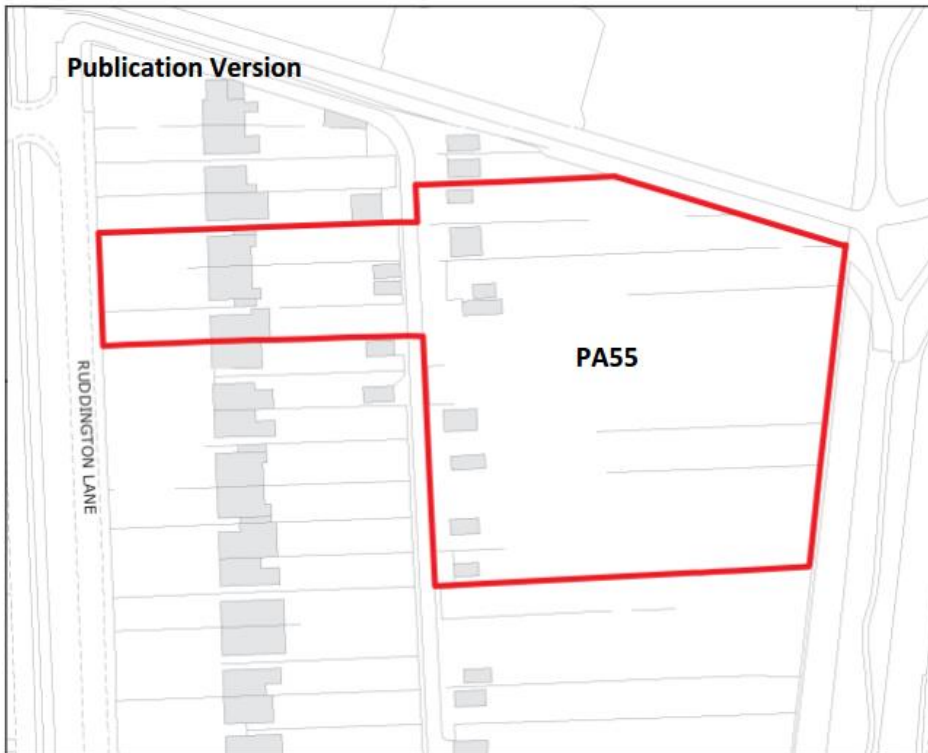
**PA55 Ruddington Lane - Rear of 107-127**



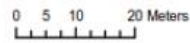
<p><b>Site Area (ha):</b> 0.62</p>	<p><b>Proposed use:</b> Residential (C3, predominantly family housing).</p>
<p><b>Ward:</b> Clifton North</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> Rear of 107-127 Ruddington Lane</p>	<p><a href="#">Proposals should explore opportunities to improve pedestrian access to the tram stop to the east of the site.</a> 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>
<p><b>Current use:</b> Garden land</p>	



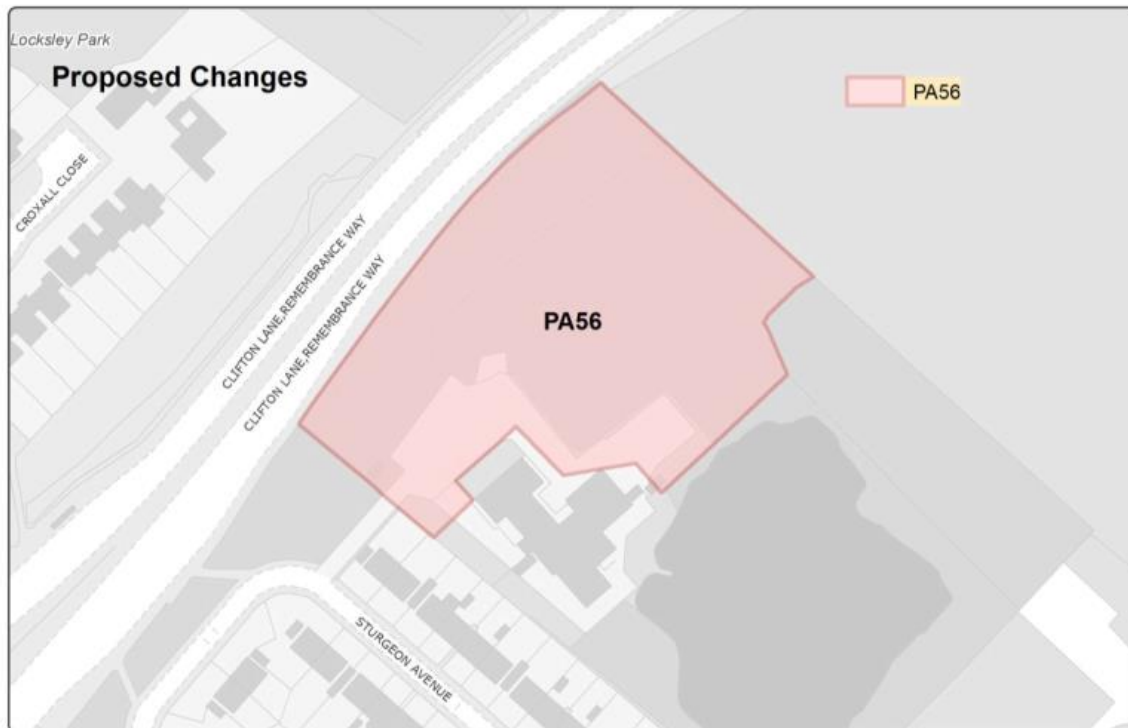
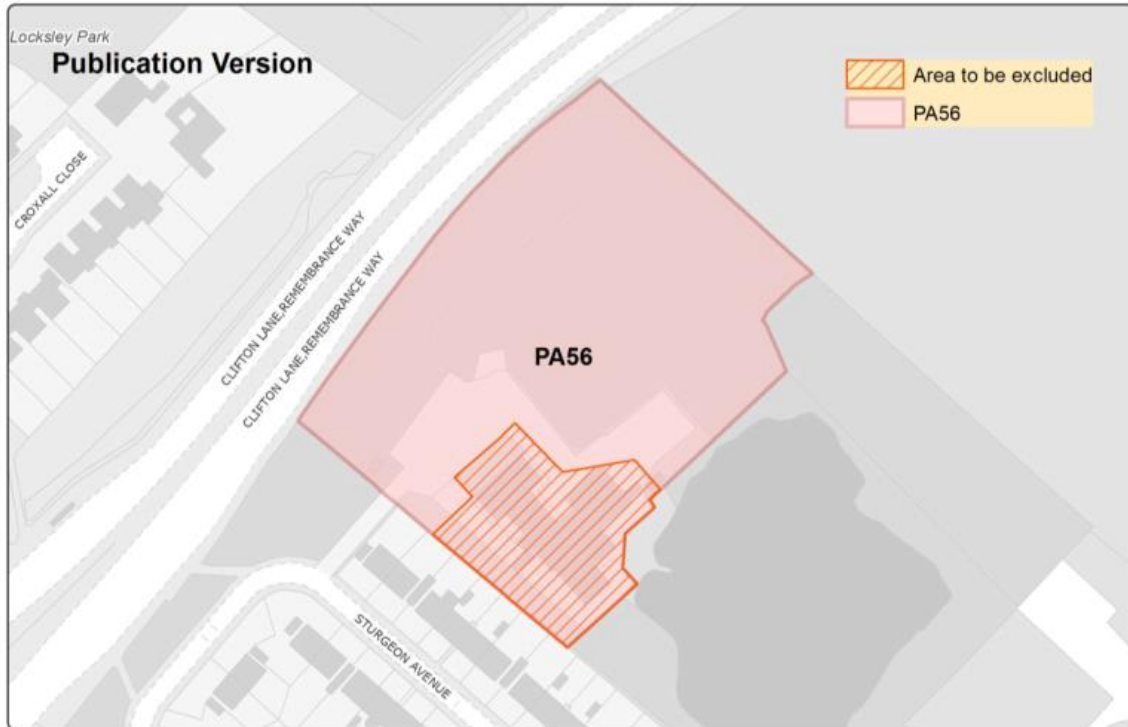
**PA55 Ruddington Lane – Rear of 107-127 – NET Route Annotation Addition**



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# PA56 Sturgeon Avenue - The Spinney - Boundary Changes

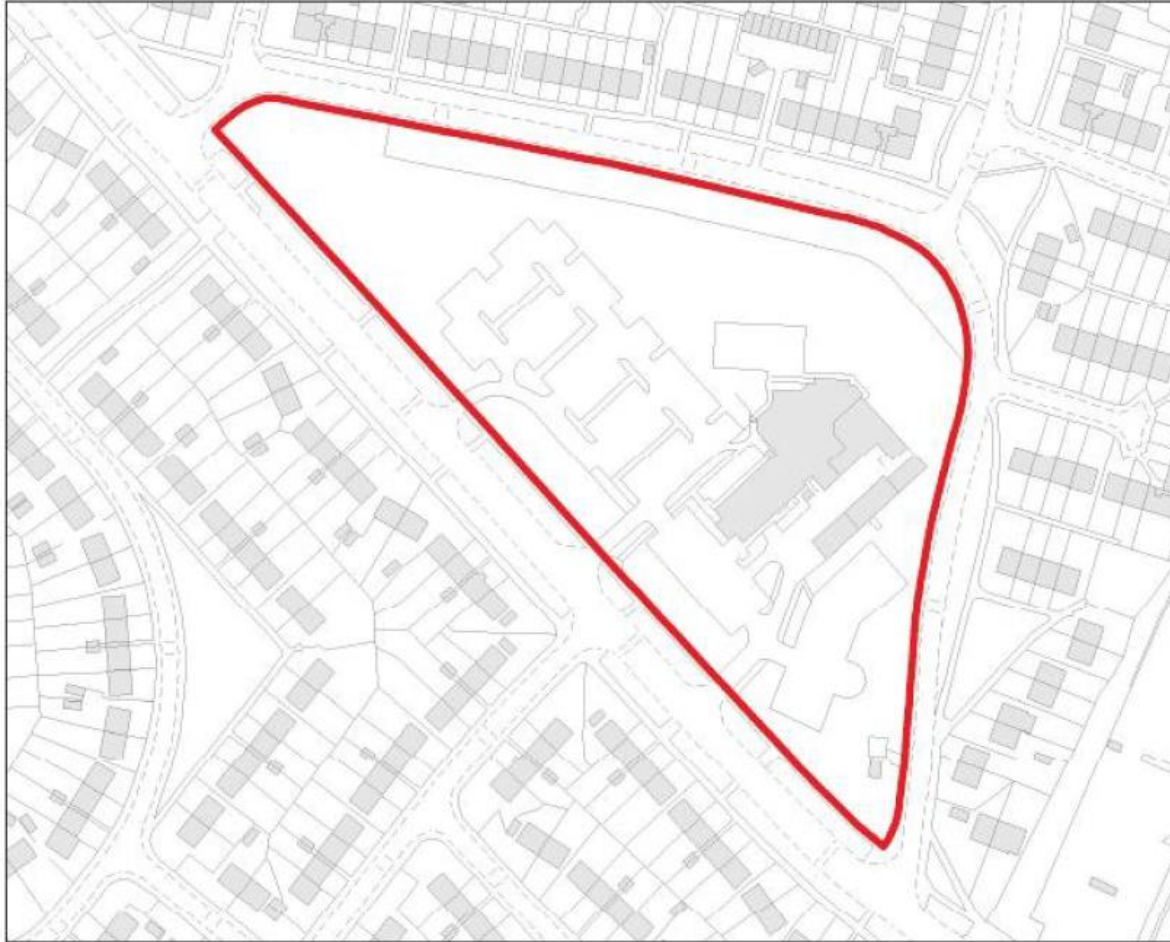


## PA57 Clifton West



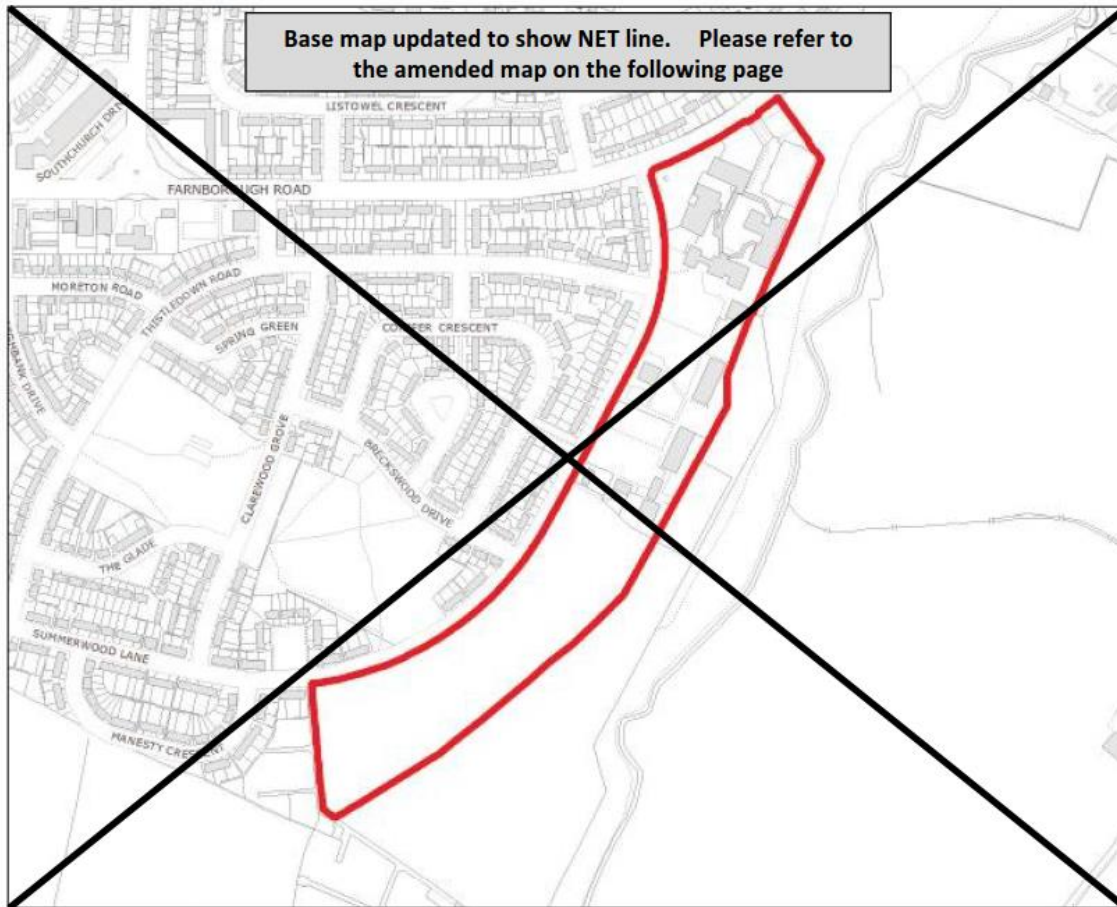
<p><b>Site Area (ha):</b> 9.58</p> <p><b>Ward:</b> Clifton South</p> <p><b>Address:</b> adj Hawksley Gardens</p> <p><b>Current use:</b> Open space / agricultural</p>	<p><b>Proposed use:</b> Residential (C3, predominantly family housing).</p> <p><b>Development principles:</b> The density of development 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.</p>
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## PA58 Green Lane - Fairham House



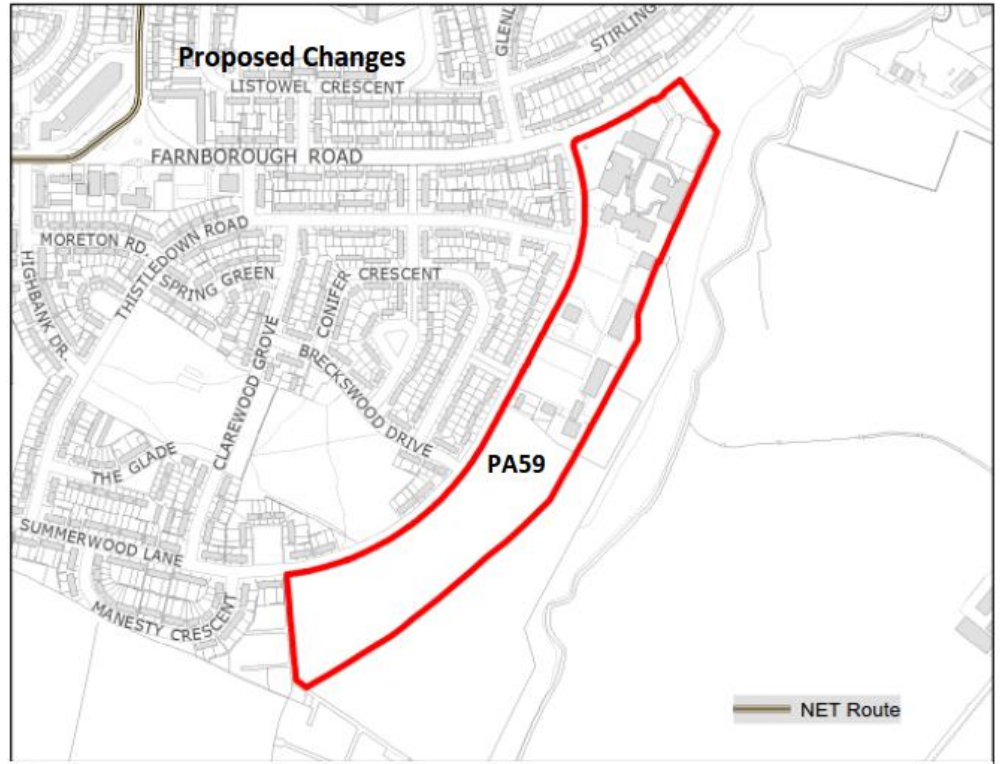
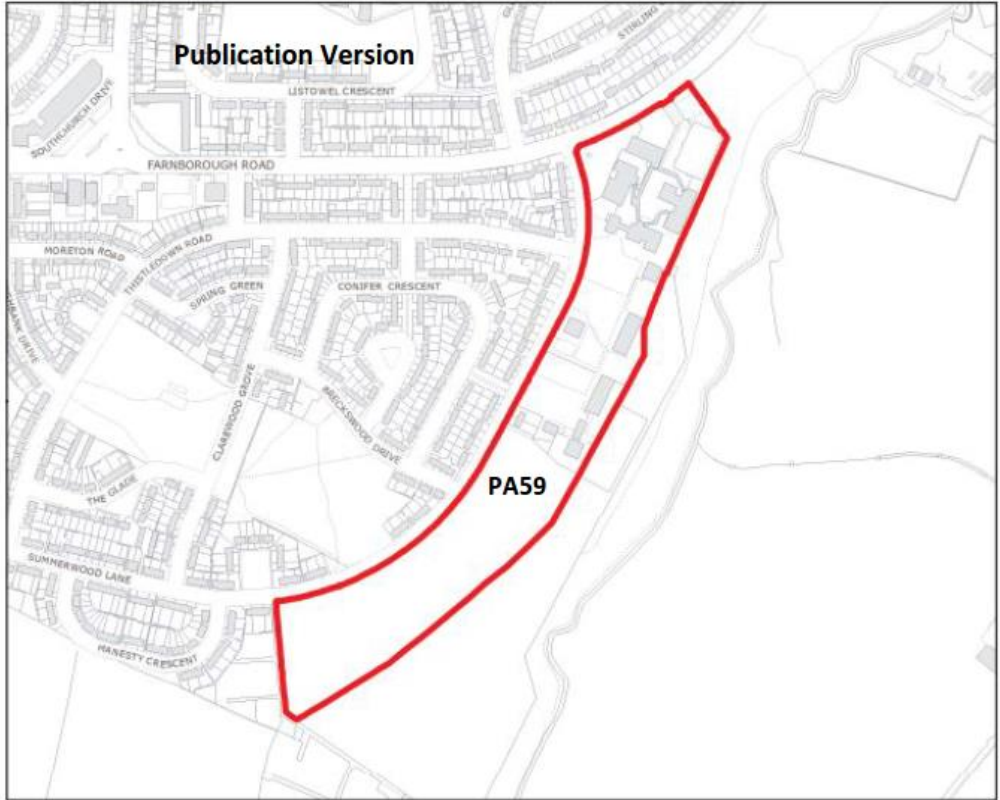
<p><b>Site Area (ha):</b> 2.17</p> <p><b>Ward:</b> Clifton South</p> <p><b>Address:</b> Green Lane</p> <p><b>Current use:</b> Employment</p>	<p><b>Proposed use:</b> Retail (A1) to support the role of the existing District Centre, Residential (C3, predominantly family housing) and retail (A1) to support the role of the existing District Centre, potential for employment uses (B1) close to the District Centre.</p> <p><b>Development principles:</b> 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.</p>
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## PA59 Farnborough Road - Former Fairham Comprehensive School

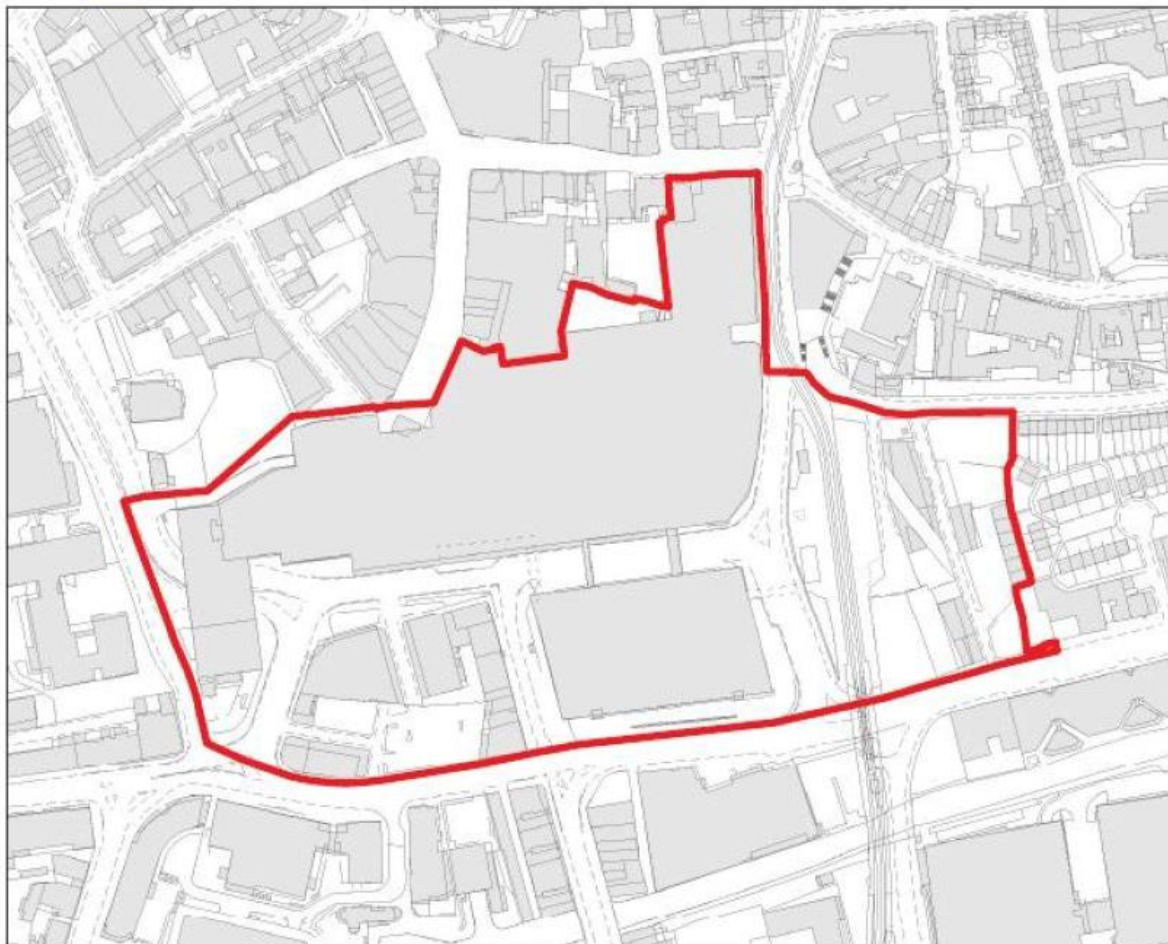


<p><b>Site Area (ha):</b> 7.49</p>	<p><b>Proposed use:</b> Residential development (C3, predominantly family housing) and community uses (D1) <a href="#">with scope for employment (B1)</a>.</p>
<p><b>Ward:</b> Clifton South</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> Summerwood Lane</p>	<p>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 <a href="#">Local Wildlife Site and proposed Fairham Brook Local Nature Reserve</a> and Brecks Plantation, located to the west of Summer Wood Lane. <a href="#">The layout and design should have regard to the presence of two existing residential properties within the site boundary.</a> 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>
<p><b>Current use:</b> Former school &amp; Open Space</p>	

# PA59 Farnborough Road – Former Fairham Comprehensive School - NET Route Ann Addition



PA67 [intu](#) Broadmarsh Centre



<p><b>Site Area (ha):</b> 8.12</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Collin Street</p> <p><b>Current use:</b> Retail, Car Park, other Town Centre Uses</p>	<p><b>Proposed use:</b> Primarily retail (A1), leisure (D2), food &amp; drink (A3), offices (B1a), education (D1), cave visitor facility, public realm, public transport provision (including bus station, tram facilities, cycle parking) public car parking. <b>Auxiliary Ancillary</b> uses could include food &amp; drink (A4, A5) <b>residential (C3)</b>, delivered as integral element of mixed use scheme.</p> <p><b>Development principles:</b> 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 <a href="#">and the Canal Conservation Area</a>. 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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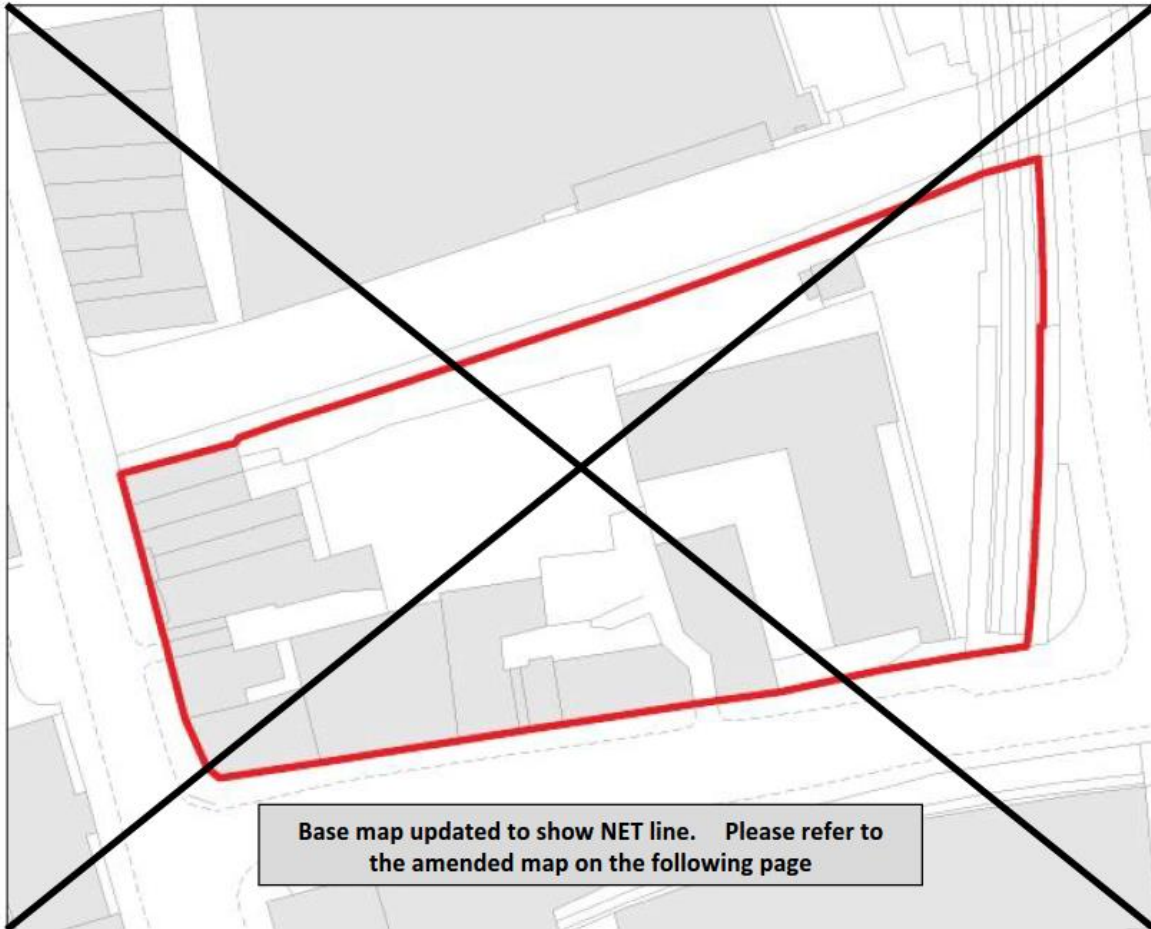
## PA68 Canal Quarter - Island Site



<p><b>Site Area (ha)</b> 9.76</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Manvers Street</p> <p><b>Current use:</b> Cleared site, offices, vacant warehouses</p>	<p><b>Proposed use:</b> Offices/high tech, light industry/research &amp; development, warehouse (B1, B8), residential (C3) retail (A1, A2, A3), leisure (D2), hotel (C1), conference use <a href="#">and education use</a> (D1) delivered as integral part of mixed use scheme.</p> <p><b>Development principles:</b></p> <p>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 <a href="#">as set out in the adopted SPD</a>. 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 – <a href="#">large format retail stores are not acceptable and any retail provision should be provided via a range of units to serve the needs of the new development</a>. 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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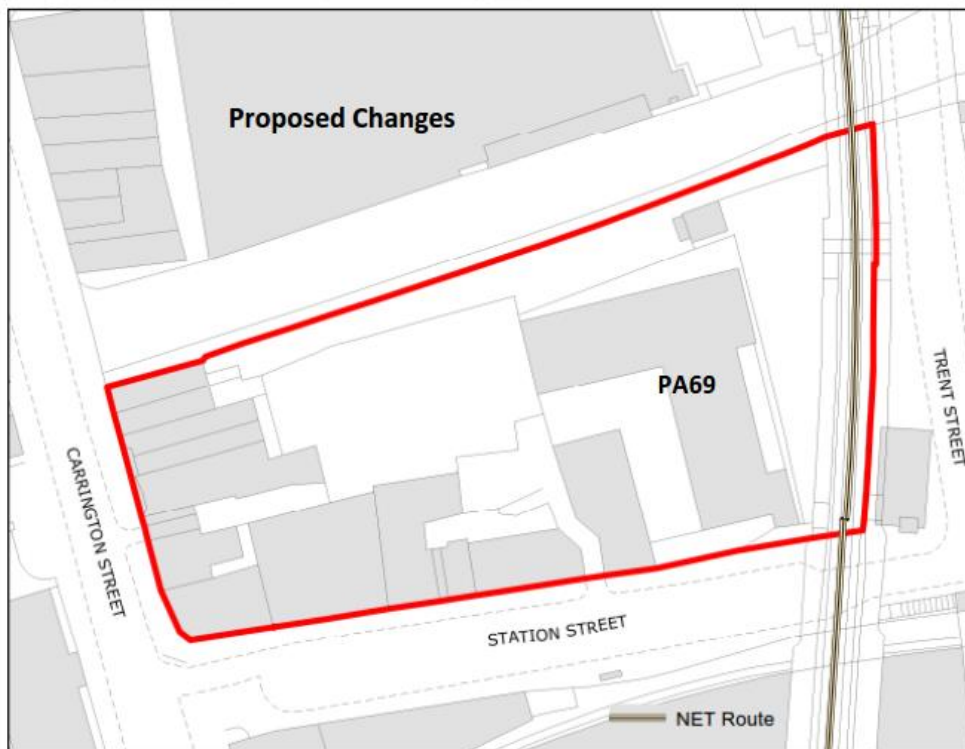
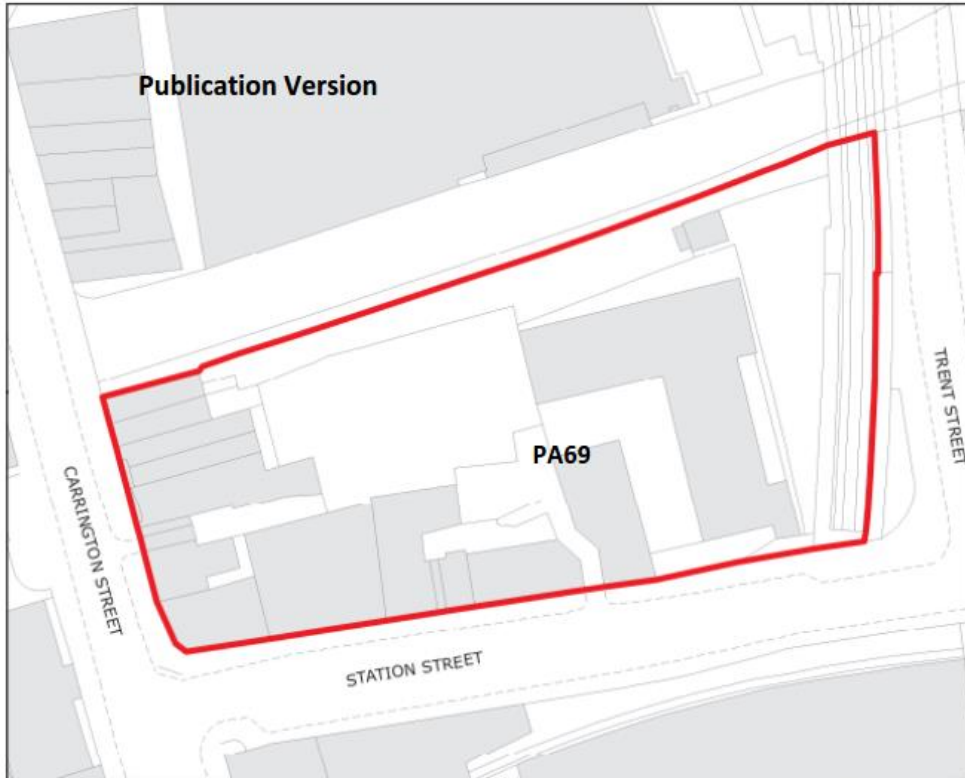


## PA69 Canal Quarter - Station Street/Carrington Street



<p><b>Site Area (ha):</b> 0.76</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Station Street</p> <p><b>Current use:</b> Retail and Offices</p>	<p><b>Proposed use:</b> Offices (B1a), residential (C3), student accommodation (Sui Generis), hotel (C1), leisure (D2), non-residential institution (D1). <b>Auxiliary Ancillary</b> retail (A1), financial &amp; professional services (A2), food &amp; drink (A3) focussed at ground floor level.</p> <p><b>Development principles:</b> 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>
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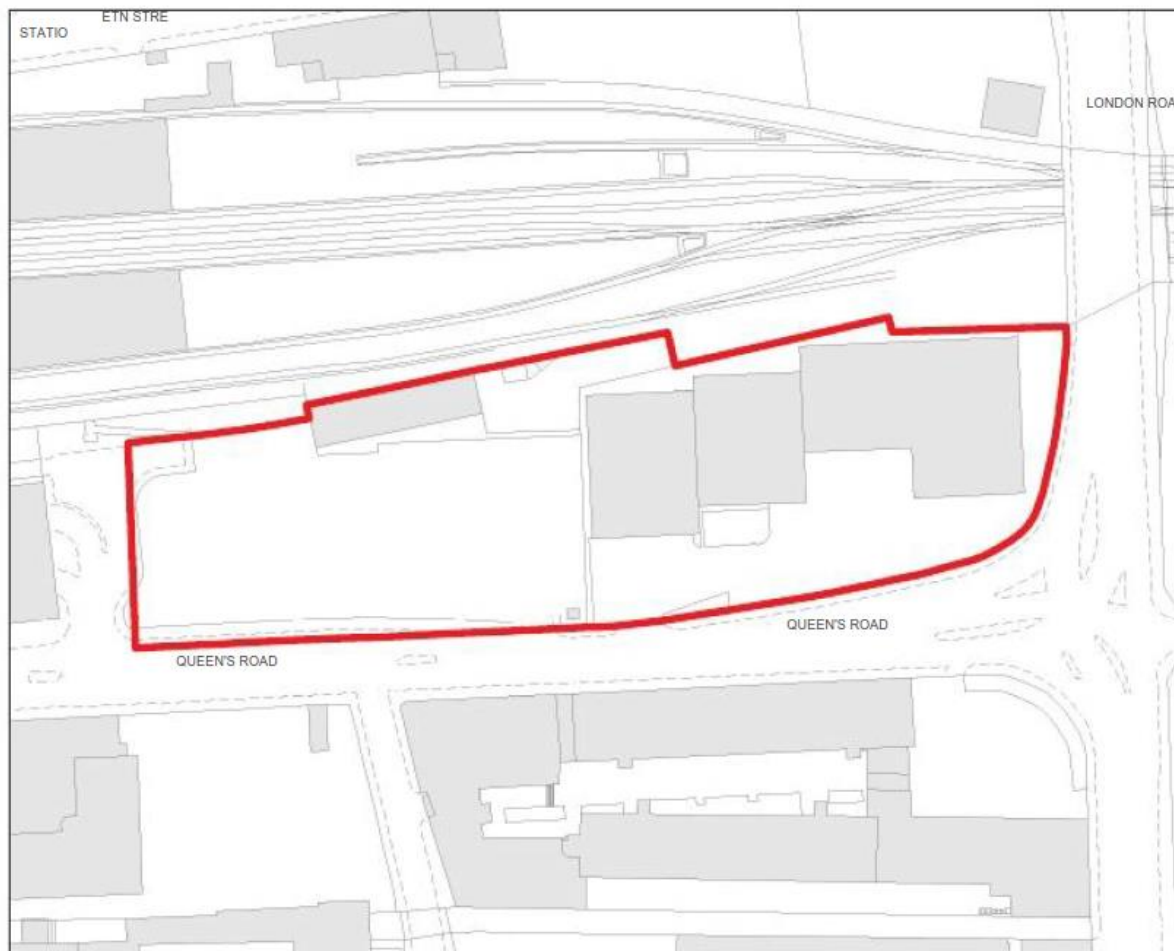
# PA69 Canal Quarter – Station Street/Carrington Street – NET Route Annotation Addi



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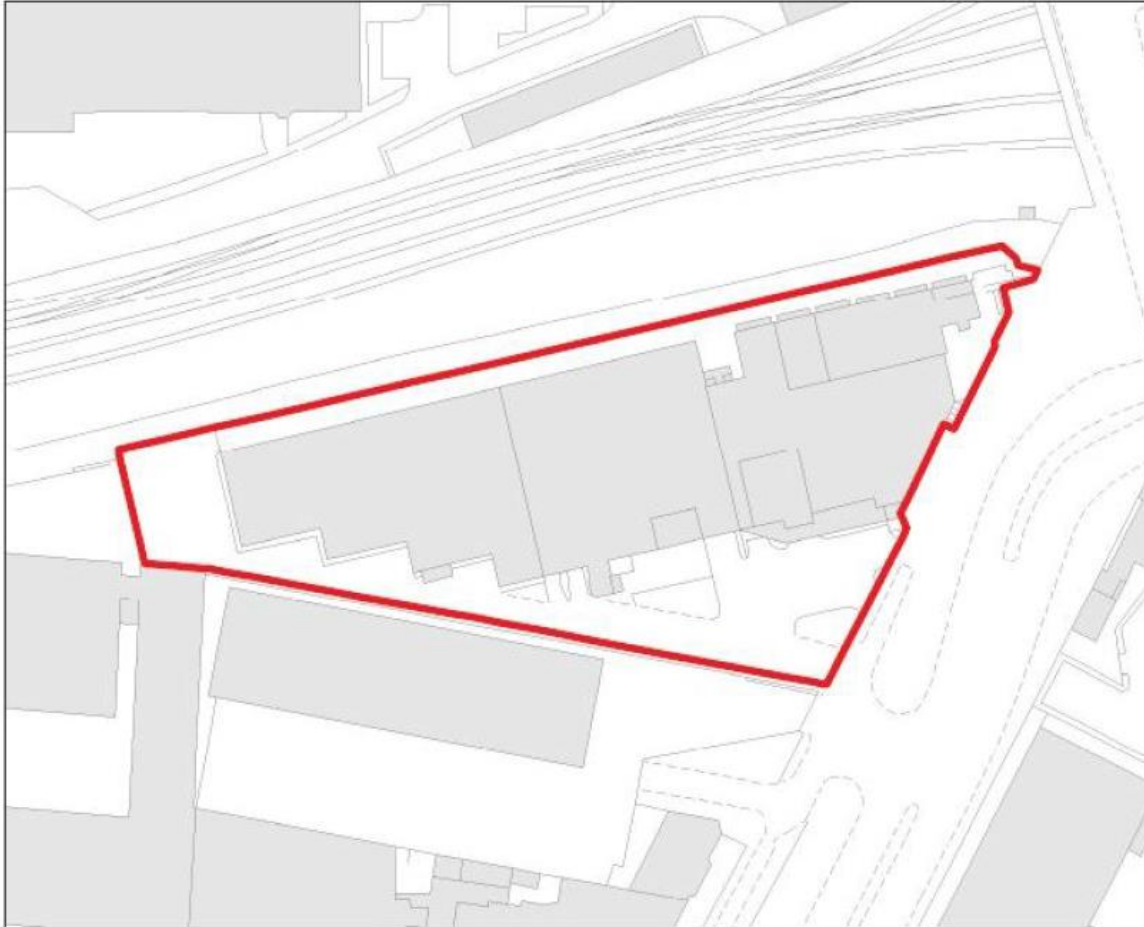
0 5 10 20 Meters

## PA70 Canal Quarter - Queens Road, East of Nottingham Station



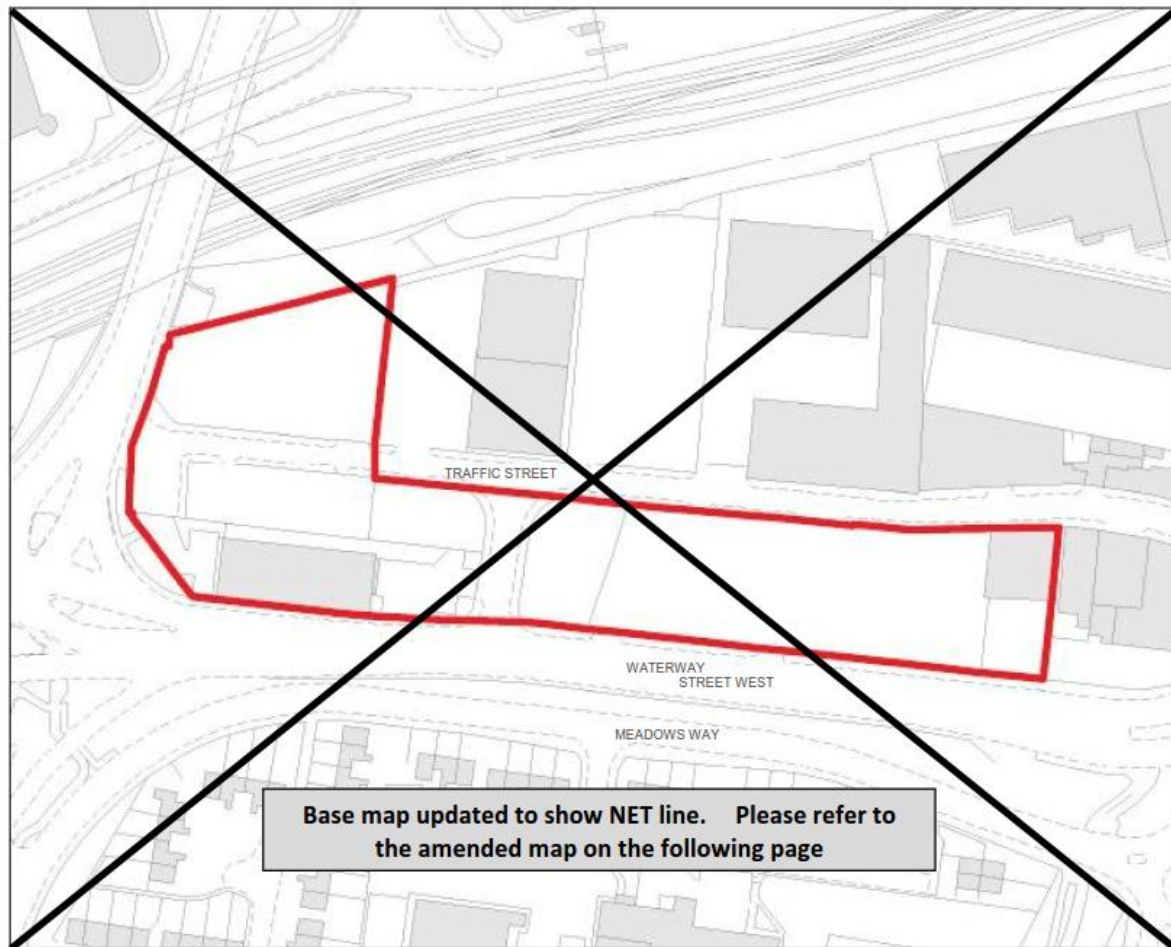
<p><b>Site Area (ha):</b> 1.24</p>	<p><b>Proposed use:</b> Offices/light industry/research &amp; development (B1), residential (C3), hotel (C1), non residential institution (D1), leisure (D2). Potential <b>auxiliary/ancillary</b> uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of mixed use scheme.</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b> 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 <b>medium-high</b> 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>
<p><b>Address:</b> Queen's Road</p>	
<p><b>Current use:</b> Warehousing and Car Park</p>	

## PA71 Canal Quarter - Sheriffs Way, Sovereign House



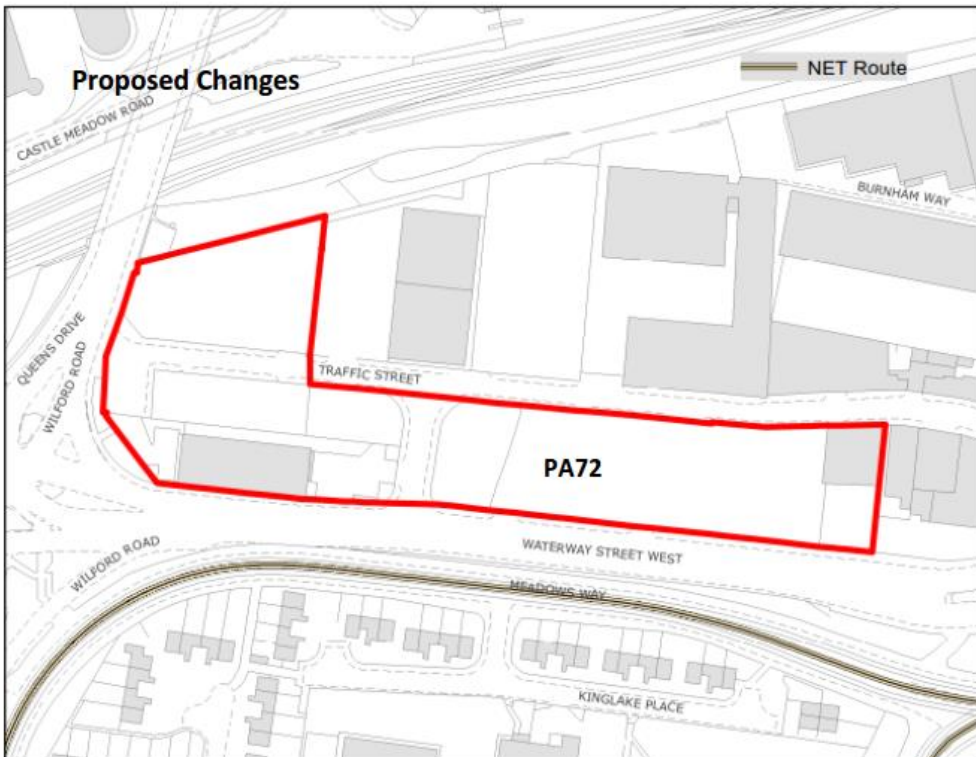
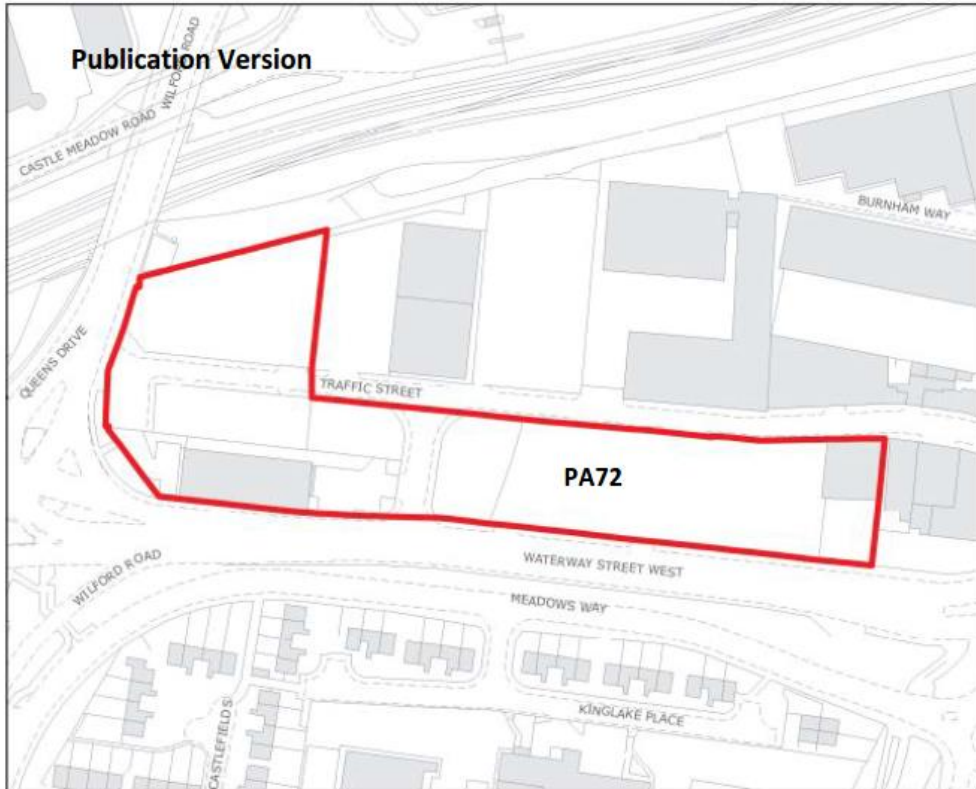
<p><b>Site Area (ha):</b> 0.87</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Sheriffs Way</p> <p><b>Current use:</b> Offices and Car Park</p>	<p><b>Proposed use:</b> Primarily Offices (B1a). Additional uses could include residential (C3), hotel (C1), assembly &amp; leisure (D2), non-residential institution (D1). <b>Auxiliary Ancillary</b> uses could include car parking, small scale retail (A1) financial services (A2), food &amp; drink (A3, A4, A5) to ground floor (delivered as an integral part of a mixed use</p> <p><b>Development principles:</b> 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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## PA72 Canal Quarter - Waterway Street



<p><b>Site Area (ha):</b> 1.07</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Waterway Street West</p> <p><b>Current use:</b> Cleared Site and Retail</p>	<p><b>Proposed use:</b> Offices/light industry/research &amp; development (B1), residential (C3), student accommodation (Sui Generis), hotel (C1), non-residential institution (D1), assembly &amp; leisure (D2). <b>Auxiliary Ancillary</b> uses could include small scale retail (A1, A2, A3) to ground floor (delivered as integral part of mixed use scheme).</p> <p><b>Development principles:</b> 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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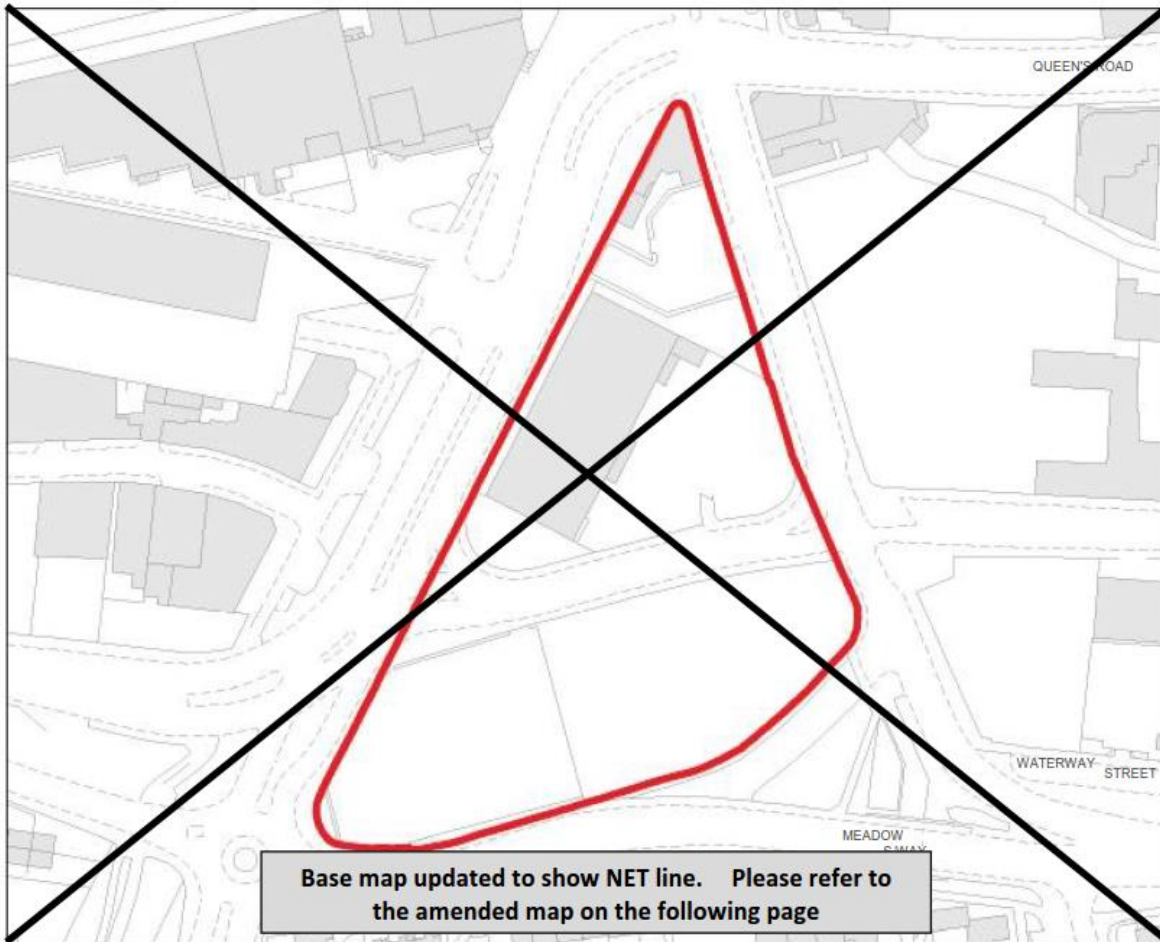
# PA72 Canal Quarter – Waterway Street – NET Annotation Addition



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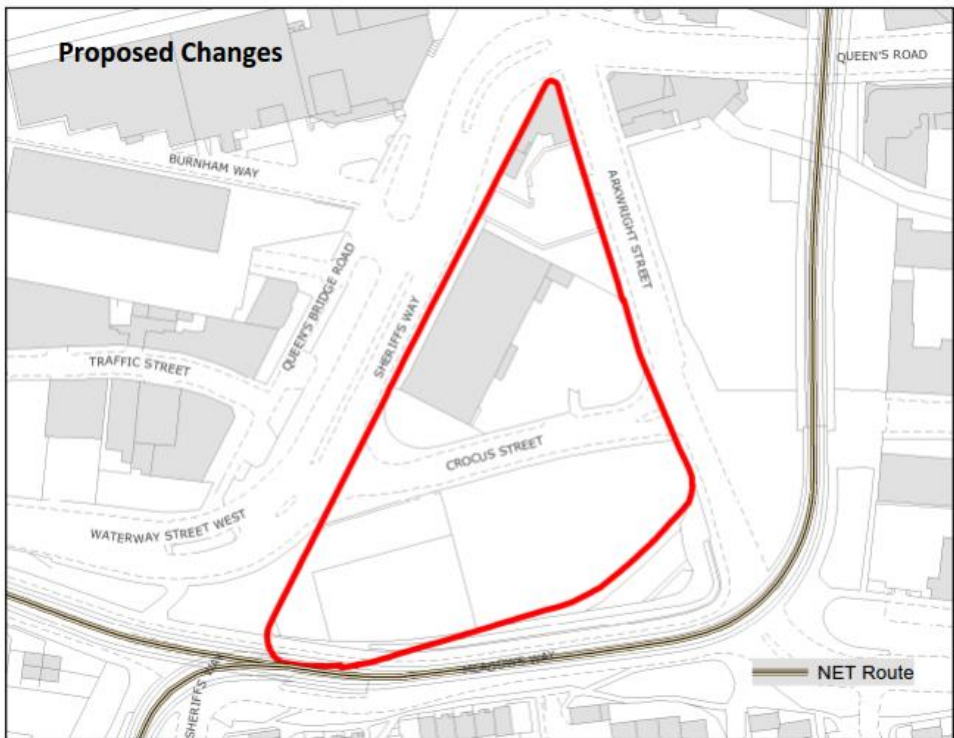
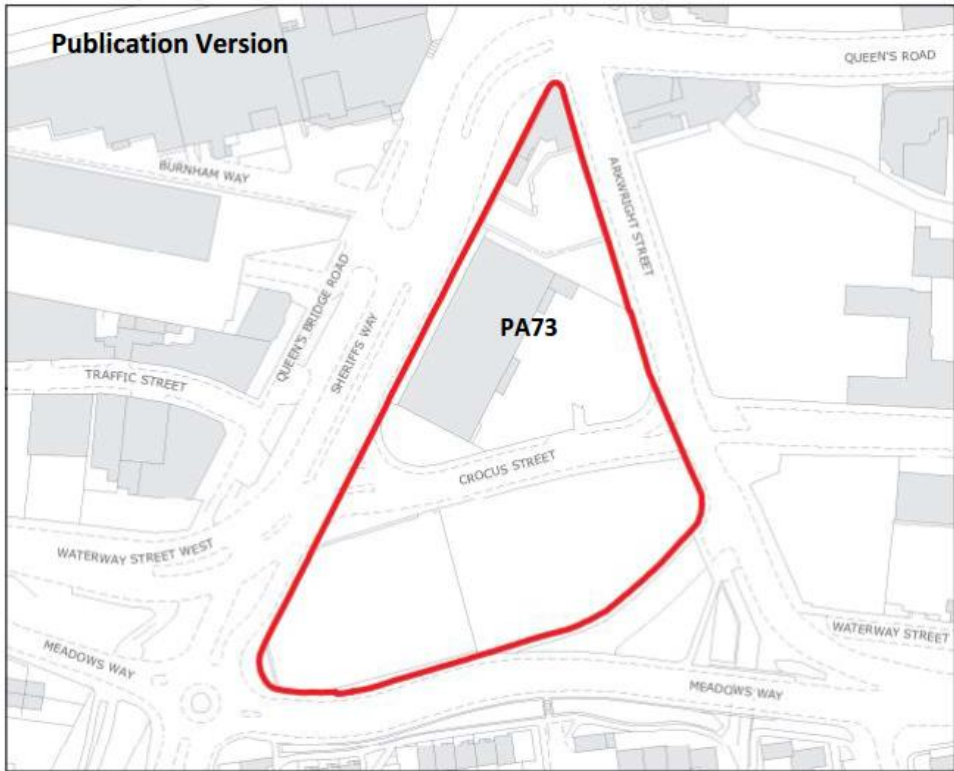


**PA73 Canal Quarter - Sheriffs Way/Arkwright Street**



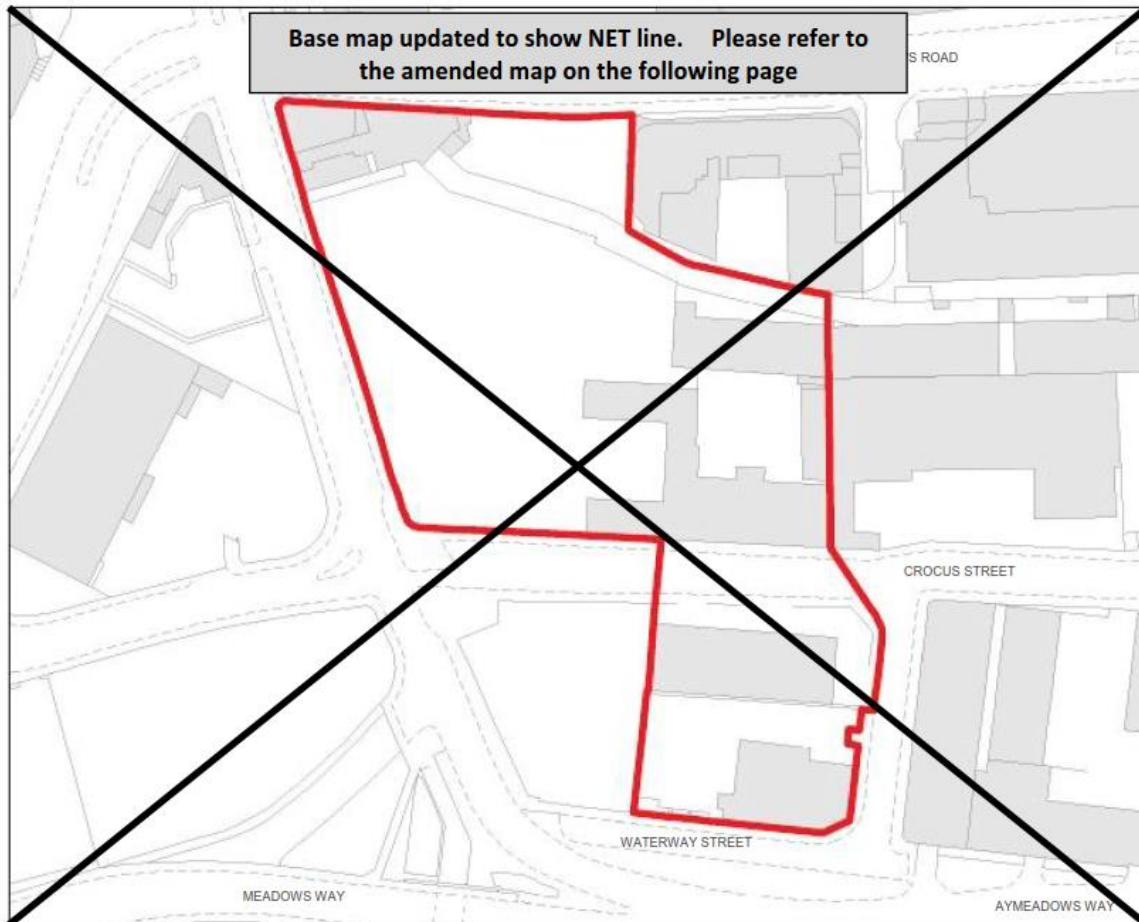
<p><b>Site Area (ha):</b> 1.21</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Meadows Way</p> <p><b>Current use:</b> Retail / Vacant</p>	<p><b>Proposed use:</b> Primarily offices (B1a) within block north of Crocus Street and offices/light industry/research &amp; development (B1) or residential (C3) to south. <del>Potential secondary uses – residential (C3), hotel (C1).</del> <b>Auxiliary Ancillary</b> uses: <del>hotel (C1)</del>, small scale retail (A1), financial services (A2), food &amp; drink (A3) (delivered as an integral part of a mixed use scheme).</p> <p><b>Development principles:</b> 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>
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# PA73 Canal Quarter – Sheriffs Way/Arkwright Street – NET Route Annotation Additio



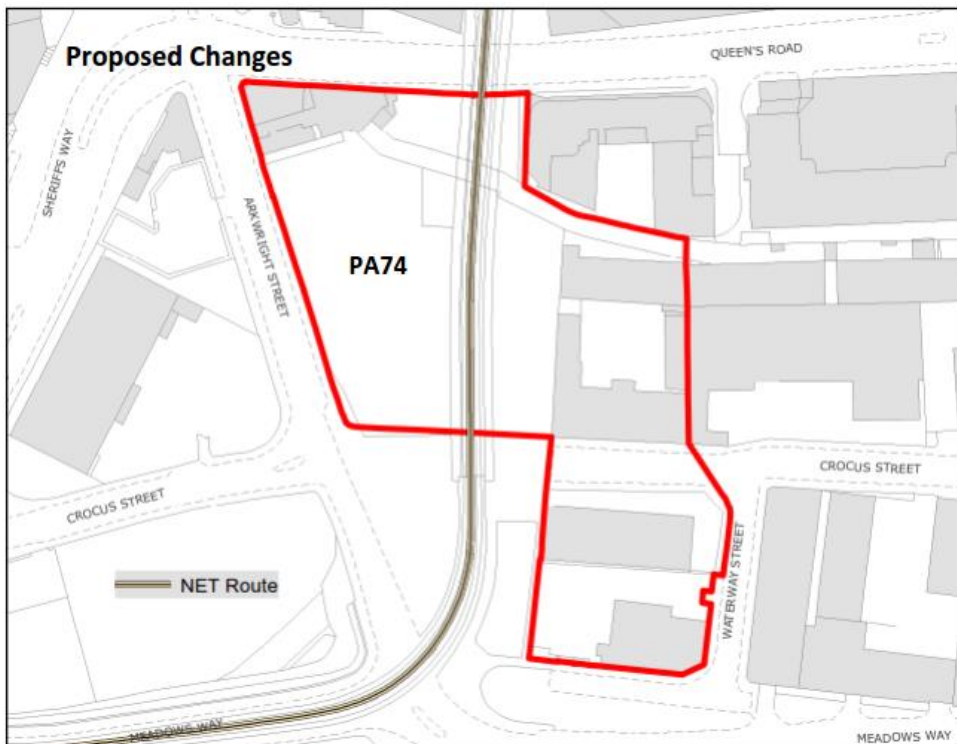
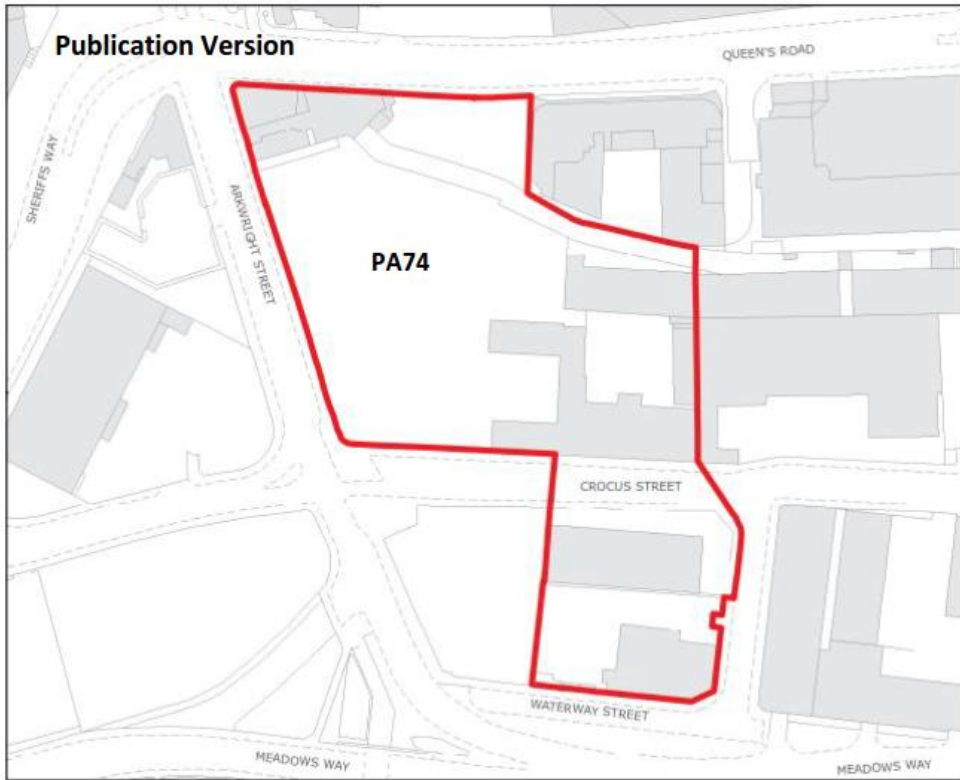


## PA74 Canal Quarter - Arkwright Street East



<p><b>Site Area (ha):</b> 1.22</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Arkwright Street</p> <p><b>Current use:</b> Retail, Office, Employment</p>	<p><b>Proposed use:</b> Primarily e-Offices (B1a), light industry/research &amp; development (B1). Potential secondary Additional uses could include residential (C3), non-residential institution (D1). Auxiliary Ancillary ground floor uses could include small scale retail (A1, A2, A3) delivered as integral part of a mixed use scheme.</p> <p><b>Development principles:</b> 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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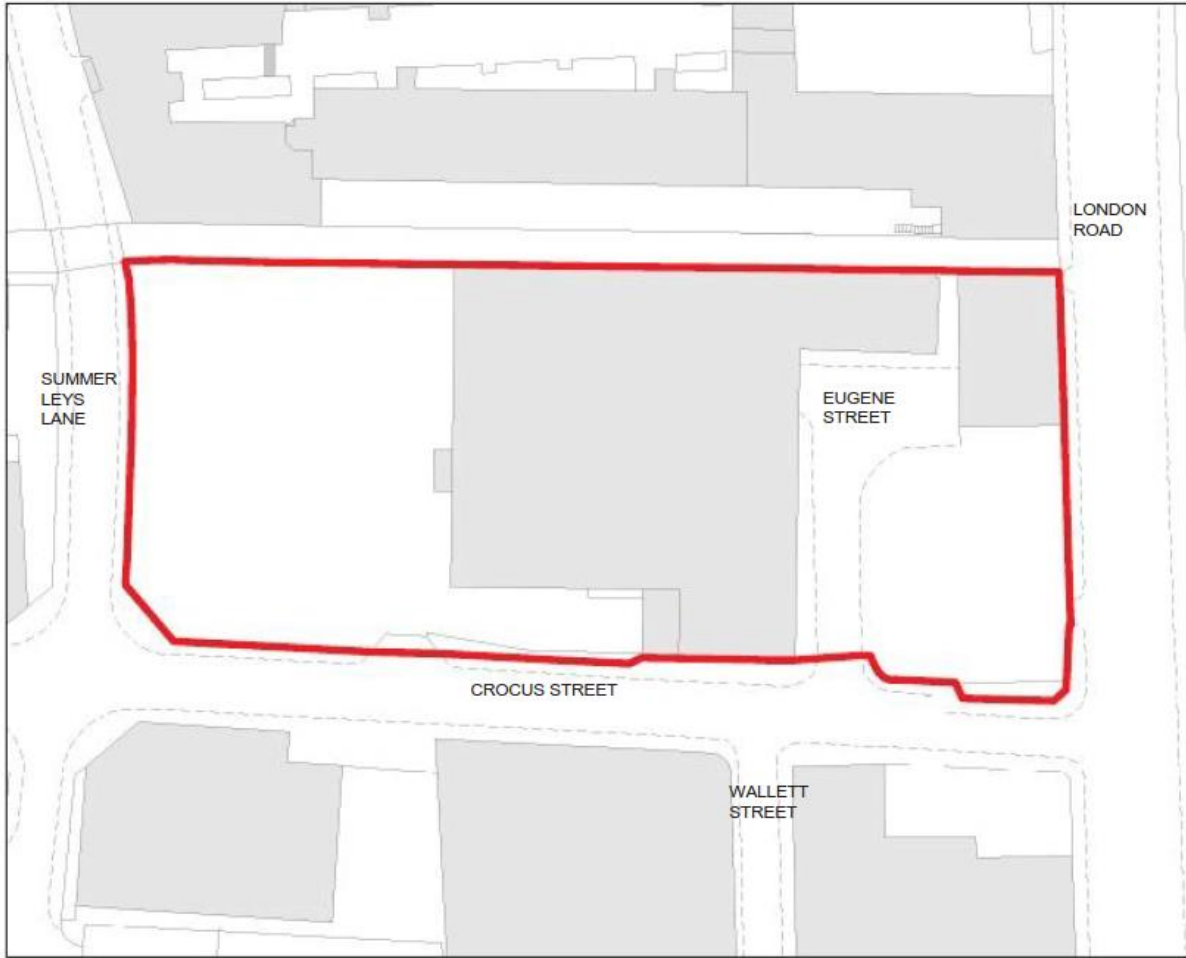
**PA74 – Canal Quarter – Arkwright Street East – NET Route Annotation Addition**



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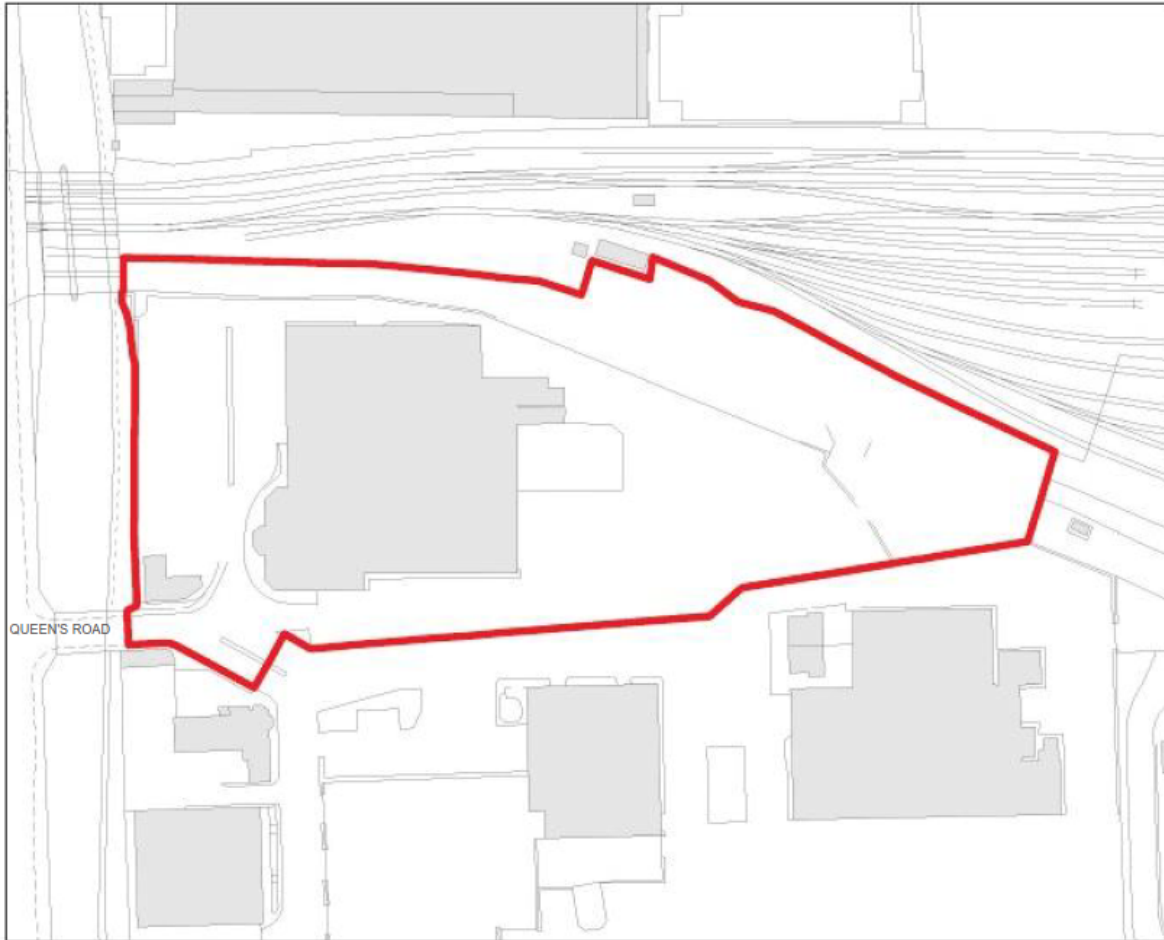
0 10 20 40 Meters

## PA75 Canal Quarter - Crocus Street, Southpoint



<p><b>Site Area (ha):</b> 0.94</p>	<p><b>Proposed use:</b> Residential (C3), student accommodation (Sui Generis). <b>Auxiliary Ancillary</b> uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of a mixed use scheme.</p>
<p><b>Ward:</b> Bridge</p>	
<p><b>Address:</b> Crocus Street</p>	<p><b>Development principles:</b> 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><b>Current use:</b> Largely cleared site</p>	

## PA76 Waterside - London Road, Former Hartwells



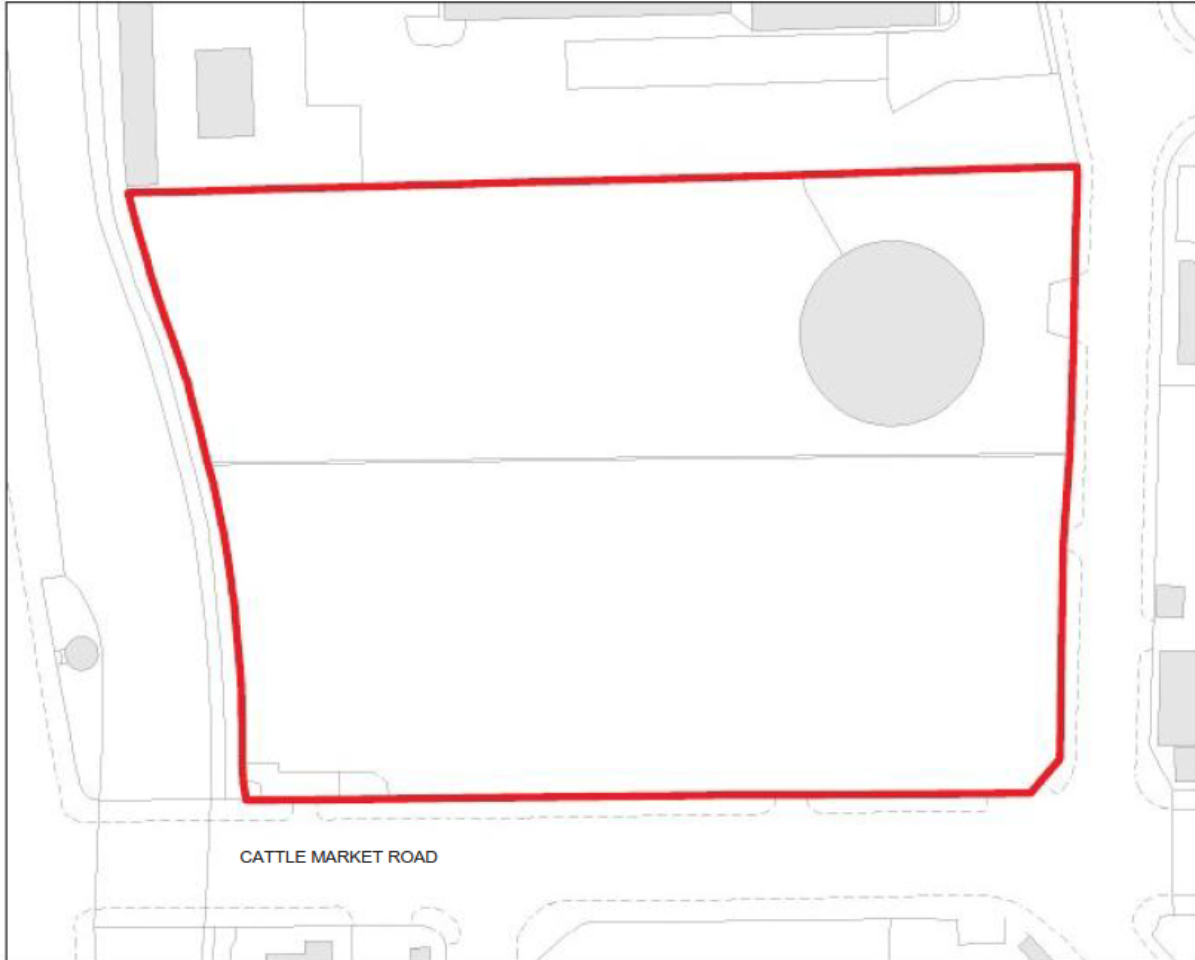
<p><b>Site Area (ha):</b> 1.64</p>	<p><b>Proposed use:</b> Offices/high tech, light industry/research &amp; development/warehouse (B1, B8), non-residential institution (D1), sports facility, assembly &amp; leisure (D2). Whilst these are the primary uses there may be scope for elements of residential use subject to detailed layout/design.</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> London Road</p>	<p>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>
<p><b>Current use:</b> Education</p>	

## PA77 Waterside - London Road, Eastcroft Depot



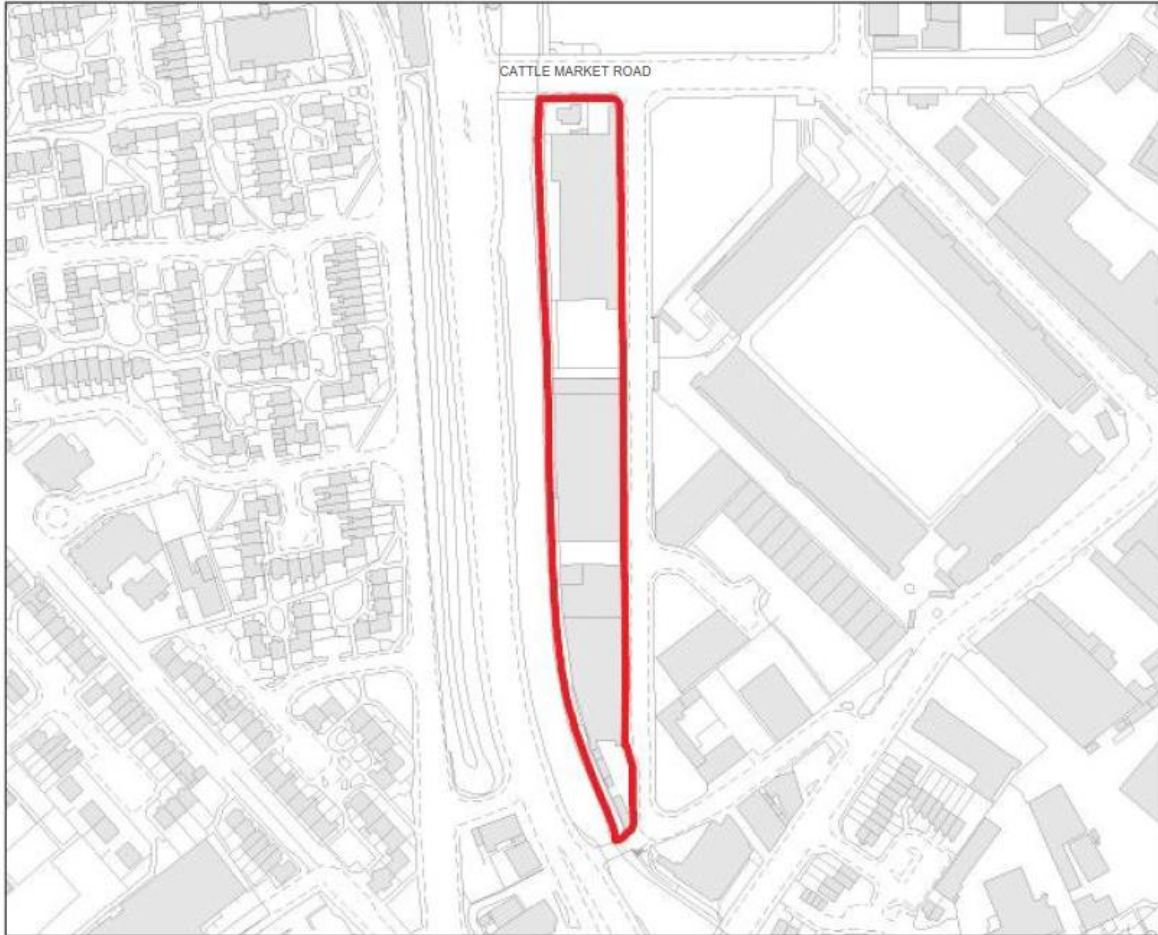
<p><b>Site Area (ha):</b> 4.15</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> London Road</p> <p><b>Current use:</b> Depot</p>	<p><b>Proposed use:</b> Offices/high tech, light industry/research &amp; development, warehouse (B1, B8), transport/depot uses, non-residential institution (D1), sports facility, assembly &amp; leisure (D2). Whilst these are the primary uses, there may be scope for elements of residential subject to detailed layout/design.</p> <p><b>Development principles:</b> 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



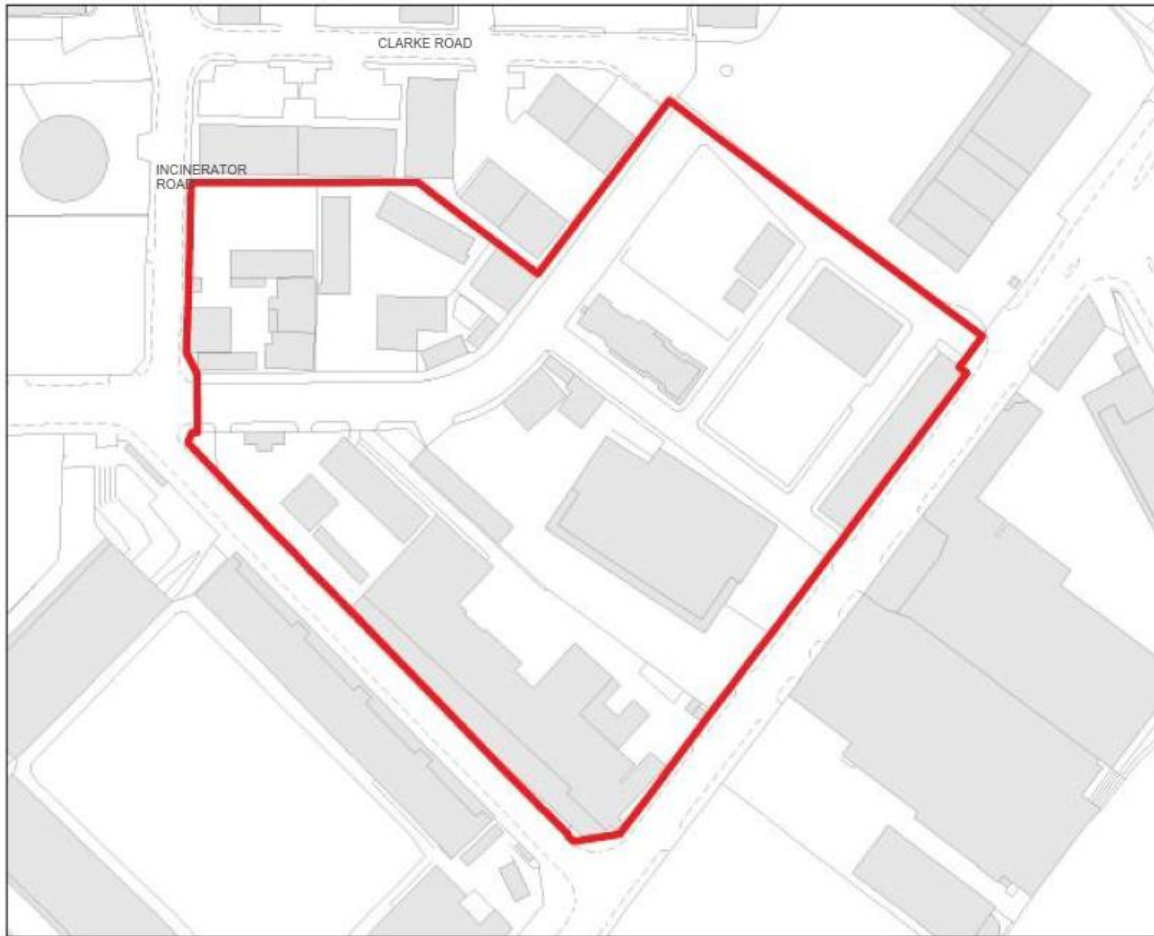
<p><b>Site Area (ha):</b> 1.2</p>	<p><b>Proposed use:</b> Offices/high tech, light industry/research &amp; development, warehouse (B1, B8), non-residential institution (D1), sports facility, assembly &amp; leisure (D2). Whilst these are the primary uses, there may be scope for elements of residential subject to detailed layout/design.</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> London Road</p>	<p>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 <b>and there may be potential for energy related uses which are complementary to the existing EfW plant but</b> 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>
<p><b>Current use:</b> Depot</p>	

## PA79 Waterside - Iremonger Road



<p><b>Site Area (ha):</b> 0.94</p>	<p><b>Proposed use:</b> Offices/high technology, light industry/research &amp; development (B1), Residential (C3), student accommodation (Sui Generis).</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b> 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>
<p><b>Address:</b> Iremonger Road</p>	
<p><b>Current use:</b> Employment</p>	

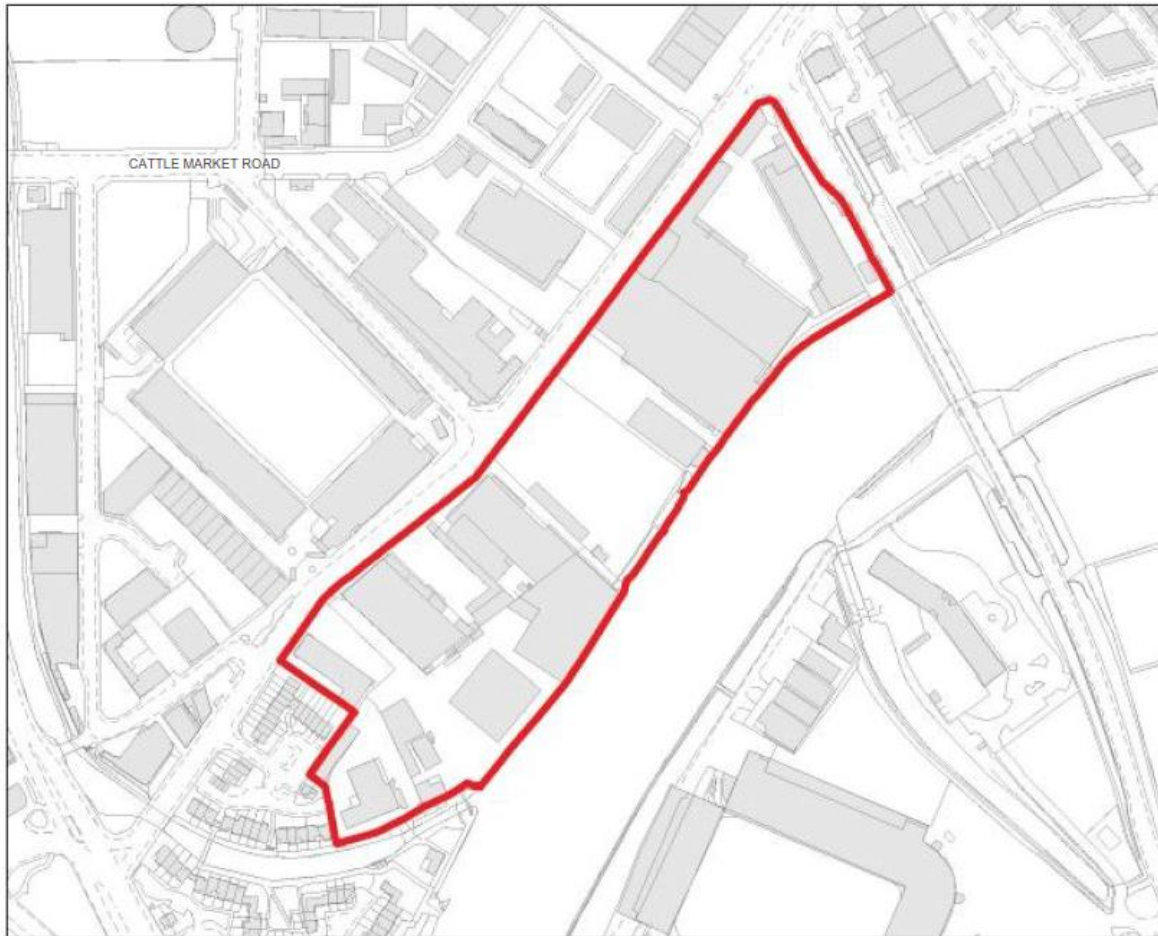
## PA80 Waterside - Cattle Market



<p><b>Site Area (ha):</b> 3.43</p> <p><b>Ward:</b> Bridge</p> <p><b>Address:</b> Meadow Lane</p> <p><b>Current use:</b> Mixed use</p>	<p><b>Proposed use:</b> Offices/light industry/research &amp; development (B1), residential (C3), hotel (C1), <b>non-residential institution_(D1)</b>, assembly &amp; leisure (D2).</p> <p><b>Development principles:</b> 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. <u>Development proposals will be expected to have regard to the need to relocate existing businesses where necessary and to minimise disruption through sensitive development phasing.</u></p>
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## PA81 Waterside - Meadow Lane



<p><b>Site Area (ha):</b> 4.99</p>	<p><b>Proposed use:</b> Primarily residential (C3, <a href="#">predominantly family housing</a>) with other uses - offices/high technology, light industry/research &amp; development (B1), hotel (C1), non-residential institution (D1), assembly &amp; leisure (D2). <a href="#">Auxiliary Ancillary</a> uses could include small scale retail (A1), financial services (A2), food &amp; drink (A3) delivered as an integral part of a mixed use scheme.</p>
<p><b>Ward:</b> Bridge</p>	<p><b>Development principles:</b></p>
<p><b>Address:</b> Meadow Lane</p>	<p>Potential for transformational development to create a new riverside community. Development should be primarily residential to maximise the waterfront location <a href="#">and design should exploit the riverside position. Land in the south west of the site benefits from planning permission, residential development on the remainder of the site should be family housing with apartments above active frontages to Meadow Lane. Design should exploit riverside position and A minimum of 10 metres is required to</a> provide a continuous cycle and pedestrian path along the River Trent. <a href="#">This includes an 8 metre easement.</a> 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. <a href="#">Development proposals will be expected to have regard to the need to relocate existing businesses where necessary and to minimise disruption through sensitive development phasing.</a></p>
<p><b>Current use:</b> Mixed use</p>	