

DEVELOPMENT PRINCIPLES FORMER MOORE & CO FACTORY 353 HAYDN ROAD, NEW BASFORD



Nottingham City Council

August 2002

1. PURPOSE OF THE BRIEF

- 1.1 Redevelopment of the former Moore & Co premises at 353 Haydn Road, New Basford is proposed for residential use. These Principles have been prepared to assist and shape the regeneration process.

2. LOCATION AND DESCRIPTION

- 2.1 The factory is located approximately 3 km to the North West of the city centre. In total, the premises cover 1.0 ha situated on a large rectangular shaped site with a small extension to the northeast corner. Haydn Road forms the northern boundary and provides the only means of access. Residential development surrounds the premises in all three remaining directions.
- 2.2 The site is largely level in aspect, although a gentle incline results in an increase of some 2.0m between the northern and southern boundaries. Situated on a plateau 2.0-4.0m lower than houses to east, the complex is in turn 2.0m higher than adjoining properties located beyond the western boundary. Land to the south slopes in order to accommodate these changes in levels.
- 2.3 The factory was previously utilised for light industrial purposes and is now largely vacant. Presently, a small proportion is let for storage purposes. The complex comprises a mix of buildings all of which are in a generally good state of repair but of no architectural value. Frequent public transport services operate along Nottingham Road and Hucknall Road close by.

3. LAND USE

- 3.1 Outline planning consent has been granted for residential use of the site subject to legal obligation being reached upon developer contributions to open space and affordable housing provision.
- 3.2 The site has been marketed for employment uses. Local Plan restrictions regarding the reuse of industrial land for residential purposes have been addressed.

4. ACCESS AND HIGHWAYS

- 4.1 In preparing a transport solution, the developer will be mindful of the following :-
- a) The implications of development on the surrounding highway network and on pedestrian and cyclist flows.
 - b) Vehicular and pedestrian / cyclist access provided from Haydn Road and positioned a minimum of 50m from that roads junction with Quorn Road.
 - c) Establishing visibility splays at the main entrance at least 4.5m by 90m.
 - d) Providing an internal layout incorporating 'Home Zone' principles with highway design speeds of no more than 20mph, and designed in such a way as to create a safe direct and permeable layout that encourages pedestrian /

cyclist use, downplays the dominance of motor vehicles and is open to casual supervision.

- 4.2 The internal highway network is to be set out in such a way as to encourage the most efficient use of land.
- 4.3 A contribution towards the cost of off site highway works may be required as dictated by the interaction between the internal highway regime and that of the surrounding network.
- 4.4 Car parking allowances of up to 1.5 spaces per unit should be provided depending upon house type. These standards represent maximum levels of provision. Developers are encouraged to capitalize upon the sites proximity to public transport links and a cycle lane proposed for Haydn Road to seek a reduction of the standards in consultation with the City Council.

5. DESIGN PRINCIPLES

- 5.1 This site although surrounded by higher properties to the east and south is most noticeable from Haydn Road. The introduction of new buildings in such a prominent position provides a significant opportunity to change the local streetscape. The development demands a creative and high quality approach capable of providing a sustainable, safe and attractive environment with strong urban design characteristics of the highest quality.
- 5.2 A design context is provided by ‘*By Design – Better Places To Live*’ published by the DTLR and by the City Council’s own *Design Guide for Community Safety in Residential Areas*. The development will be expected to successfully demonstrate the adoption of the principles set out in these publications, paying particular attention to:-
 - a) Providing a range of dwelling types and styles, but predominantly family homes of 3 and 4 bedrooms with gardens.
 - b) Building types designed for their context.
 - c) Urban blocks with buildings facing outwards onto the public realm to provide casual surveillance.
 - d) Development backing onto rear boundaries to provide security.
 - e) Providing fully accessible housing and a layout that recognises, and meets the needs of, people with disabilities.
 - f) Retaining existing tree screens around the site where practicable.
 - g) Establishing an active frontage to Haydn Road that enhances environmental quality and provides opportunities for natural surveillance of the street and of the entrance into the site.
 - h) Residential densities in keeping with the character of the surrounding area.
 - i) As a general rule development not exceeding two storeys in height, but exceptional elements of up to three storeys where local topography allows.

- j) Minimizing ‘overlooking’ of adjacent properties.

6. OPEN SPACE PROVISION

- 6.1 Ordinarily, new open space is expected in every new residential development. Alternatively, and it is suggested in this instance, that the developer discharges this obligation via a financial contribution to the City Council, so enabling it to upgrade one of it’s own facilities close by. The level of contribution will be calculated in accordance with the Authority’s draft SPG on the *Provision of Open Space in New Residential Developments*. Both the method and level of provision are subject to negotiation.

7. AFFORDABLE HOUSING

- 7.1 An element of affordable housing will be required in accordance with Circular 6/98. Provision can be made either on site or by way of financial contribution to the City Council. Details regarding the level and type of provision to be made will be negotiable between the developer and the City Council.

8. CONTAMINATION

- 8.1 The site has previously been used for commercial purposes and before that, was crossed by a railway line. Site investigations, including Phase 1 and Phase 2 risk assessments will be required to determine the full extent of any possible pollution and to recommend appropriate remediation strategies. ***Where needed, remediation strategies are to be agreed with the Pollution Control Section of Nottingham City Council prior to implementation.***

9. SUSTAINABLE DEVELOPMENT

- 9.1 A commitment to the highest standards of sustainable development principles and practices will be expected across all stages of site planning, design and construction. The design and energy efficiency of buildings should be tested against the appropriate Building Research Establishment’s Environmental Assessment Method and should maximise the potential for recycling and energy efficiency. Inefficient buildings will not be acceptable. The developer will be expected to demonstrate compliance with the highest practicable standards.

10. NATURE CONSERVATION

- 10.1 An Environmental Impact Statement will not be required. The developer’s attention is however drawn to the bank along the southern boundary. This might potentially provide a suitable habitat for invertebrates and small mammals and could be retained / enhanced. ***Active management and retention of the best species in the tree*** screens along the site boundaries is required where practicable. ***The semi mature Ash trees on the Haydn Road frontage occupy a prominent position and these in particular should be retained.***

11. LOCAL TRAINING AND EMPLOYMENT

- 11.1 The redevelopment of the site should seek to maximize employment and training opportunities for local people in the interests of sustainable development and the economic well being of nearby communities. The

developer will be expected to enter into a Section 106 agreement to ensure delivery of employment and training outcomes during the construction phase.

References

- *Design Guide for Community Safety in Residential Areas*: Development and Environmental Services, Nottingham City Council
- *Code of Practice for Employment and Training* : Development and Environmental Services, Nottingham City Council
- *Adopted Nottingham Local Plan* : Development and Environmental Services, Nottingham City Council
- *Nottingham Local Plan Review First Deposit Draft* : Development and Environmental Services, Nottingham City Council
- *Cycling and Walking Strategy*: Development and Environmental Services
- *Affordable Housing Policy and Developers' Contribution*: Development and Environmental Services, Nottingham City Council
- *Provision of Open Space In New Residential Areas* : Development and Environmental Services, Nottingham City Council
- *By Design – Better Places To Live* : DTLR / CABE
- *Development on Land Affected by Contamination* : Draft Technical Advice DTLR
- ***Trees on Development Sites* : Development and Environmental Services, Nottingham City Council**

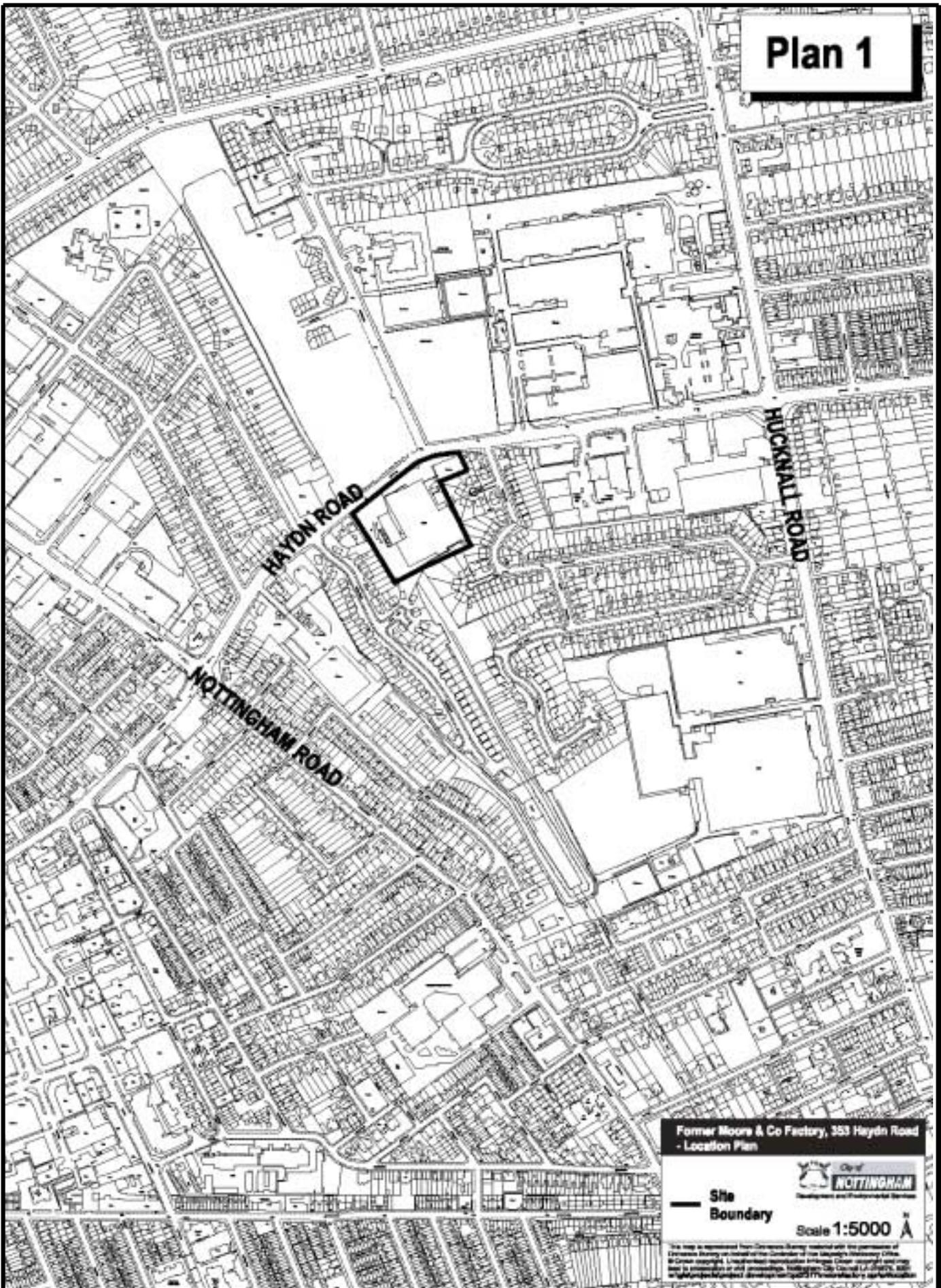
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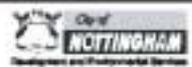
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Plan 1



Former Moore & Co Factory, 353 Haydn Road
- Location Plan

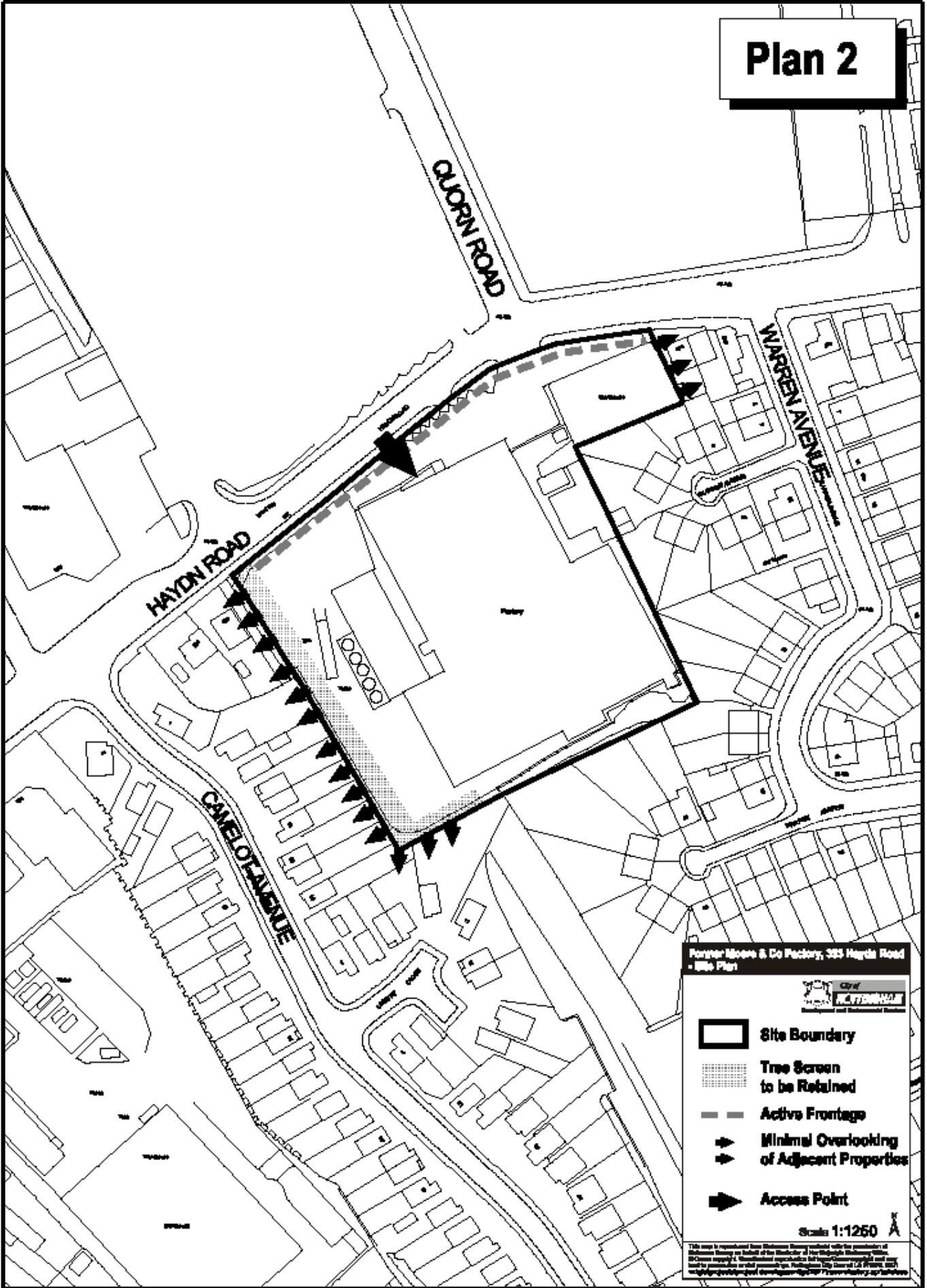


— Site Boundary

Scale 1:5000

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Plan 2



Former Moore & Co Factory, 333 Haydn Road
- Site Plan



- Site Boundary
- Tree Screen to be Retained
- Active Frontage
- Minimal Overlooking of Adjacent Properties
- Access Point

Scale: 1:1250

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