MEADOWS GATEWAY - DEVELOPMENT BRIEF

SUPPLEMENTARY PLANNING DOCUMENT

March 2005

1 INTRODUCTION

1.1 Development Aims

a) To enhance the approach into the City from the South allowing the Midland Station and its environs to become a welcoming 'gateway'.
b) To reconnect the City Centre to the Meadows
c) To re-establish the urban grain of the area especially redefining the line of Arkwright Street and its function as a route to the riverside at Trent Bridge.
d) To establish a new vitality through a coherent and viable mixed-use development that maximises the potential of the area.
e) To effect a co-ordinated development approach to the future development of the area.
f) To contribute to the enhancement of the Station Conservation Area.

In order to realise these aims it is essential that a comprehensive approach to development is adopted. It will not be possible to achieve the overall objectives of regeneration and high quality urban design on a piecemeal basis because of the complexity of the issues and the scale of transport and public realm infrastructure required.

1.2 Area Covered By The Brief

The Brief area is located due south of the city centre, between Queens Road adjacent to the Midland Station and Meadows Way at the edge of the Meadows residential area. It includes sites to the west and east of Arkwright Street. It is bounded to the east by remaining parts of the Crocus Street industrial area which extends up to London Road and to the west by the inner ring road (see plan 1).

1.3 Context Of The Brief Area

Located beside the inner ring road and proximity to the Midland Station, the Brief area can be considered as one of the true 'gateways' to Nottingham. Development here will be a key element in helping to deliver a successful city centre and regeneration in both the Southside and Meadows. Passing through it is also the main pedestrian route to the city from Trent Bridge and the Meadows (Arkwright Street), which has been dislocated as a result of the road layout and inward looking design of the Meadows estate.

To the east is the Crocus Street Industrial Area. This contains a mixture of manufacturing and warehouse/storage uses in converted mills and industrial buildings. Part of the area between Queens Road and Crocus Street is within the Station Conservation Area and includes a number of important buildings, particularly the listed Meadows Mill (by TC Hine) and the Hicking Pentecost Works.

To the north of the area is the Midland Station which is sited over the railway on a bridge formed by Carrington Street. Both the Station and its environs are the focus of future development. The Southside Masterplan and the Nottingham Station Masterplan provide a context for development and a Planning Brief has been agreed for the Station Masterplan proposals.

With the exception of the Station, which is very prominent at the highest point of the site, the majority of the area is not particularly visible from the city centre due to the elevation and bulk of the Magistrates Court building on the north side of the railway.

There are a number of 19th century buildings lining the eastern side of the original line of Arkwright Street and a 19th century hotel marking the top corner of the western side. These buildings remain from the Victorian townscape which provided an active retail link from the city centre south towards the river. Apart from these buildings, the area is very unstructured to the west with the southern end of Arkwright Street being all but lost, and dominated by a number of modern undistinguished single storey buildings sitting within unkempt open space formed by a new road pattern which has been overlaid on the original.

At the southern edge of the site, Meadows Way, becomes elevated to allow a pedestrian underpass into the Meadows housing area. This has the effect of further separating the Meadows estate from the Meadows Gateway area and the city centre. Better connectivity across, into and out of the area, particularly by cycling and walking, will be required as part of development proposals being brought forward.

The extension of the NET tram system (NET Phase Two) is planned to cross the Brief site to the west as a double line as it leaves the Midland Station elevated on the old Great Central Railway alignment and diverges at ground level on Meadows Way close to Sheriffs Way and Queens Walk. NET Phase Two will serve Clifton via Wilford and Chilwell via Beeston.

There are good views of the Castle from the very bottom of the site along Meadows Way and from in front of the Midland Station. There are also good views up Arkwright Street/Carrington Street, focussing on the dominant form of the Newton Building in the distance. A good view of the front façade of Midland Station is found along Sheriff’s Way.

On the north side of the inner ring road, alongside the railway, are a large 1960’s office building and multi-storey car park. This building, Sovereign House (which is being marketed as Regina House), is largely un-let and a

draft Planning Brief has been issued covering the redevelopment of this important adjacent site.

1.4 Planning Policy Context

The Nottingham Local Plan Review identifies the Southside Regeneration Area, embracing the Midland Station, as the southerly extension to the city centre and the Meadows Gateway area is included within this. The Local Plan Review considers that the Southside Regeneration Area has the 'potential to become a vibrant extension to the city centre and a gateway into the City from the South, reinforcing the revitalisation of the Meadows and centred around the proposed railway station hub'. It considers that 'redevelopment should focus on mixed use comprising commercial activity with opportunities for residential, hotels and B1 business uses. Development proposals which improve the attractiveness and use of sites in the Southside Regeneration Zone will be promoted and encouraged (Policy MU2).

Part of the area to the south of Queens Road is within the Station Conservation Area and the land fronting London Road is within an archaeological constraint area designation.

The Local Plan Review allocates land to either side of Arkwright Street for Mixed Use Development (Policy MU3.3/3.9).

Sheriffs Way/Arkwright Street – Policy MU3.3
Arkwright Street East – Policy MU3.9

The Local Plan Review lists out the key site(s) likely to come forward for development over the course of the local plan.

Policy T.6 safeguards land to enable the extensions of the NET tram system to be achieved. The NET extensions will require powers to be obtained through the Transport and Works Act 1992.

Sustainability Appraisals of Policies MU2, MU3 and T6 of the Nottingham Local Plan Review are included as an appendix as these are the policies to which this document relate.

An Interim Planning Guidance Document has been prepared for the Southside Regeneration Area. This provides a context for the preparation of Supplementary Planning Documents guiding design such as this.

2 LAND USES

Mixed-use developments within the area will be encouraged. Comprehensive development, avoiding a piecemeal and unco-ordinated development approach, will be required.

The following uses are considered to be appropriate:

- Residential (Class C3): uses at densities to reflect the area's proximity to the city centre and the need to connect with the Meadows. Provision of new housing should include a mixture of house types, size and affordability. Any development comprising of 25 units or more will be required to provide a minimum of 20% affordable dwellings, either on site or by financial contribution.
- Food and Drink (Class A3) and Retail (Class A1): small scale retail units of food and drink ancillary to main uses to add vitality to ground floor frontages.
- D1 Non residential institutions
- D2 Assembly and Leisure
- B1 Business Use
- C1 Hotels
- Convention Centre/Conference Centre
- Purpose Built Student Accommodation. Planning controls will be imposed to address management issues associated with student dwellings.

3 URBAN DESIGN APPROACH

3.1 Retention and Formation of Views

Views of the Castle are available from the junction of Arkwright Street/Riverway Gardens, the junction of Meadows Way/ Sheriff's Way and outside of the Midland Station and these should not be compromised by any development. Views along Sheriff's Way and Queens Road should be strengthened and the new public place/square, the new 'heart', on Arkwright Street should become the focus of views into area.

3.2 Building Pattern and Massing

The building pattern should:

1) Reinforce the line of the primary pedestrian route down Arkwright Street
2) Draw the existing routes through from the Meadows
3) Address and reinforce the streets
4) Form a range of appropriately scaled public and private places
5) Be predominantly made from shallow plan, flexible and sustainable accommodation.
6) Knit into the existing context in a sensitive and coherent manner.

The building forms needs to be scaled both in height and in width to sit sensitively in relation to other buildings and to give appropriate rhythm to the streets and places (see plan 3).

3.3 Small Scale Opportunities

One of the most important things about making both buildings and places is the need for them to operate on a number of scales at the same time. Many modern buildings and places appear cold and impersonal because they don't

engage people at a small-scale level. Engagement can be achieved with elements such as colonnades, thresholds, windows, shop fronts, street furniture, public art and many other devices. The public realm and streetscape proposals will highlight some of these opportunities, but individual building designs will be required to make their own contribution.

3.4 Building Design

New buildings should be capable of being used flexibly, be sustainable in use and materials and accommodate appropriate and viable uses. They need not be consistent in style across the area covered by the Brief, but should be appropriately designed and constructed in relation to their place in the overall context.

Buildings on the inner ring road, for instance can be more overtly and aggressively modern with a wider possible palette of materials than those closer to retained buildings on Arkwright Street and surrounding Meadows Mill. Particular care needs to be taken with the cohesiveness of the different buildings facing the new ‘heart’ as they need to work hard to contribute to its character.

3.5 Urban Form

Building form should be subservient to the making of places. The buildings need to be carefully articulated to enable them to be a focus in one location, sensitive to the scale of adjoining buildings in another location and the equivalent of ‘urban wallpaper’, a backdrop to a place, in another.

3.6 Tinker’s Leen

The Tinker’s Leen, which flows through the area (see plan 3) is an important historic watercourse. Currently it is partly culverted, but the opportunity should be taken to open it out and manage it as an attractive green corridor. There should be restricted or managed access to a “green walkway” adjacent to the watercourse.

3.7 NET Viaduct

The NET extensions will fundamentally change the context and perceptions of the area. The viaduct carrying the NET extensions crosses Queens Road from the railway station at high level and comes to ground around Crocus Street. The viaduct should be of a contemporary and lightweight design and reflect the corporate identity established for NET Line One. It should look as streamlined and as uncluttered as possible. The bridge deck should present sweeping lines with carefully positioned overhead line equipment and well proportioned piers.

4 DEVELOPMENT ZONES

The brief covers a number of sub areas (see plan 2). The potential of these areas can only be realised on a comprehensive basis. Whilst this does not necessarily mean site assembly in a single ownership it is essential that individual developments demonstrate how the overall scheme for each sub area can be effectively delivered.

The City Council is seeking comprehensive proposals to ensure the long term success and sustainability of the Southside Regeneration Area. On key sites in more than one ownership intervention may be necessary to enable development to take place once all other avenues have been exhausted.

The City Council will work proactively with public and private sector partners to achieve comprehensive development. Where assembly within a single ownership is essential to achieve regeneration objectives, and where acquisition through voluntary agreements is not reached, the City Council may consider using its Compulsory Purchase Order powers as a last resort. The Sheriffs Way/Arkwright Street part of the Brief site is one such area where comprehensive development is essential.

4.1 Sheriffs Way/Arkwright Street and Arkwright Street (east)

Approaches and Character

The approach from the west along the inner ring road, Waterway Street West, is bland and uninspiring. There is a major opportunity to focus the direction of views onto a building on the southwest corner of the site. This corner needs to be prominent from the point of view of approach, but able to be quickly dropped in scale as it turns the corner to the southeast and into the site so that it doesn't over dominate the housing opposite.

Turning north along the inner ring road onto Sheriffs Way the dominant view should be that of the Midland Station and buildings either side of the road should be designed to frame it. Because of the rise up towards the Station the edge to the site can be tightly built up in excess of 5 stories, rising to the north, and would benefit from a horizontal character expressing the traffic dominated nature of the road and the focus on the Station.

The approach from the east along the inner ring road (Queens Road) should focus on any new development on the Sovereign House site at the end of the vista (See draft Sovereign House Planning Brief) and any new buildings on Queens Road should be built tight up to the pavement edge to give a focus by the constriction of the road at the new proposed NET interchange. Development should provide the opportunity to create a safer pedestrian environment. An additional pedestrian crossing facility may be possible near to the interchange.

The approach from Carrington Street and into the Meadows requires to be strengthened by reassertion of the line of the original Arkwright Street in

conjunction with a downgrading of Meadows Way and realignment of the portion of that road within the site along the line of Waterway Street.

New Development Drawing in the Meadows

The downgrading of Meadows Way will allow a large area of the site, currently under tarmac, to be redeveloped in a way which can be sensitive to the domestic scale of the Meadows and yet form the edges of a new public place where all the routes through the site meet. Existing routes from the Meadows should be recognised and strengthened where possible. A key aim in addressing the opportunity to redevelop this part of the site is to achieve the physical connection of the Meadows with the northern part of the area and overcome physical severance.

The Formation of a 'Heart'

A new public place should be seen as the 'heart' of the triangle formed in this part of the site and it requires to be given a strong sense of enclosure by the buildings surrounding it with constrictions at the points where routes enter. The larger area of this space should be to the north of the transport routes to allow the making of a pleasant south-facing piazza. Although roads and the NET extensions will run through the 'heart', the surfacing needs to have few distinctions in it in order to reinforce the sense of 'wholeness' of the space. The buildings giving this enclosure should be four storeys and have active frontages with retail, community and leisure uses to contribute to a sense of vibrancy and life.

A gateway building east of the NET route at Crocus Street would be appropriate provided that its height does not impact on long views of the city centre from the south. Any tall building here would need to respect the context of the attractive group of industrial buildings to the east the principal 4 storey section of which should if possible be retained and converted.

The separate block along the Tinker's Leen to the rear is also an attractive building. This should be restored and converted to enclose a new courtyard together with the new buildings.

Extent of Redevelopment

Although there are no listed buildings within this part of the area, there are a number that contribute to townscape value and act as a good basis for a developing context. The Queen's Hotel is a well-proportioned building that forms an important corner, although it is possible that it could be replaced with an appropriate gateway building, responding in scale to both Nottingham Station and a redeveloped Sovereign House, as part of a high quality and comprehensive development.

Similarly the former bank at the top of Arkwright Street (No1) (Watson Fothergill) and the pub at the bottom (The Crown Inn) are good buildings making their corners well defined.

Along the east side of Arkwright Street there are also some serviceable buildings but demolition of some would benefit the proposals as a whole allowing the ‘back’ where the NET line viaduct descends to be accessed for parking and a positive approach to the development of the northern part of this rear area to be taken.

The buildings to the rear of Arkwright Street are low quality industrial buildings which have been built with no regard to their context. Their retention would inhibit the development of a coherent and characterful gateway to the City and to the Meadows.

Making Fronts and Backs

In order to develop the level of activity within the area, active frontages should be maximised. Buildings facing the new ‘heart’ should all have active frontages, as should the buildings facing Arkwright Street. The long building facing onto Sheriff’s Way should have active frontages on both sides with possibly a high quality showroom type of use, as this tends to work well in areas of moving traffic. The courtyard to the east of the long building should also have frontages with active uses, even if they are entrances and receptions to uses on floors above the ground floor retail. They will control the courtyard and make it a secure threshold to the buildings around it.

4.2 Meadows Mill and Adjacent Sites

Meadows Mill is an important and imposing listed building, which needs to be restored to its former context. This will involve the removal of later additions, which fill the northern courtyard enclosed by the ‘U’ shaped building. It also requires a setting for its grand southern façade to the Tinker’s Leen, now obscured by later poor quality development.

A new Square should be developed south of Meadows Mill and the Tinker’s Leen. This will provide an attractive setting for the listed building and must be large enough to allow an appreciation of the full length of its principal south façade. The Square should be managed as a private green space with public access. It will provide a quiet and attractive outlook for housing, contrasting with Crocus Street. This will retain the character of a commercial street with buildings at the back of pavement flanking Summer Leys Lane and Crocus Street.

The new buildings should reinforce the existing street pattern. This will mean generally continuous street frontages and building heights which are in scale with the width of the streets. Building heights should not compete with the grand Meadows Mill and Hicking Pentecost Works. This means a general scale of 4 storeys, possibly higher at corners and entrances and with additional set back storeys possible in the roof in places.

4.3 Hicking Pentecost Works

The grand Hicking Pentecost Works are currently being renovated as housing.

The scale of development of the cleared site to the south must take its reference from the dominant Hicking Pentecost Works. Near continuous buildings with strong enclosure should reinforce the existing street pattern and enclose internal squares.

4.4 London Road

London Road is a major entry to the city centre. There are a number of buildings flanking the road south of the Hicking Pentecost Works which are of some townscape interest. Most notably the well detailed late Victorian Showrooms south of the Tinker's Leen which should be retained. Other buildings could be redeveloped providing these are of sufficient quality for this important location and clearly address London Road with confidence. Building heights of 4/5 storeys are possible.

4.5 Crocus Street and Meadows Way

The area south of Crocus Street contains a number of modern office and commercial/industrial premises which are likely to remain. The exceptions are those buildings fronting Arkwright Street east which will be redeveloped and help define the edge of the recreated Arkwright Street.

5 TRANSPORT

The areas is a focus of transport routes and resolving issues and potential conflicts between transport modes and their impact on the built environment is a fundamentally important requirement of the brief.

The following need to be accommodated:-

1. Inner Ring Road – Sheriffs Way and Queens Road. This Southern Relief Route is a high capacity road which is essential to the efficient functioning of the city centre. It will further increase in importance with the closure of Collin Street and other highway network changes associated with the Broad Marsh Centre redevelopment. It is proposed to simplify the junction with Carrington Street to improve pedestrian linkages between the city centre, Station and Arkwright Street through the removal of the left turn for vehicles from Sheriffs Way.

2. Arkwright Street provides the main pedestrian access to the Meadows and Trent Bridge and it is essential that this is convenient, direct, legible and safe in traffic and community safety terms. This is also an important link within the cycle network and provision also needs to be considered for cyclists along this route.

3 Carrington Street – Arkwright Street – Meadows Way bus priority route. This is a key element in the City's public transport strategy and must be provided for in any design.

4 NET extensions. The proposed extension will cross the Station at a high level to a new interchange and bridge over Queens Road, descending to ground level around Crocus Street. It will then follow Meadows Way (west) and Queen's Walk (south). Possible additional extension routes may need to be accommodated along the former Arkwright Street to Trent Bridge and eastwards along Meadows Way in future and have been safeguarded in the Local Plan Review.

5 Meadows Way provides local access for the area but should be realigned to the line of the former Waterway Street to allow for the removal of the subway and embankment. Removing the subway will allow significantly better facilities to be provided for pedestrians and cyclists.

6 The NET extensions and development proposals either side of Arkwright Street requires the closure of Crocus Street at its junction with Arkwright Street. Traffic Regulation Orders are being progressed. Crocus Street is currently the main route for east to west through traffic.

7 The NET and development proposals also requires the closure of the existing access from the Southern Relief Route to the Meadows at Sheriffs Way. Vehicular access from the inner ring road to the Meadows will need to be accommodated from Queens Road via Summer Leys Lane and Mabel Street to Meadows Way.

5.1 Parking

Car parking must not dominate or dictate the design of developments. The Nottingham Local Plan Review sets maximum permitted levels for car parking. However, the area is very accessible to the city centre, Midland Station (where a new multi storey car park is proposed), NET and other facilities. Minimal car parking levels consistent with mixed use development will therefore be sought consistent with the area's close proximity to good public transport links and to encourage the use of transport modes other than the private car.

Parking for the development either side of Arkwright Street should be provided between the inner ring road and the 'heart', within a courtyard arrangement. Some parking can also be provided in the 'back' area adjacent to or under the NET viaduct accessed from Arkwright Street.

Parking within courtyards can also be provided elsewhere within the area. This could be underground within basements. All car parking must be safe and secure, particularly at night.

Customer and visitor parking can be provided on street in much of the area although parking will be controlled on principal traffic routes. Residents parking schemes will be considered should control of commuter parking be required.

6 SUSTAINABILITY AND VIABILITY:

6.1 Environmental Sustainability

A sustainable approach to site planning and building design will be expected as detailed in the 'Guidance for Industrial, Commercial and Retail Development', 'Design Guide for Community Safety in Residential Areas' and the 'Sustainability Checklist', all produced by Nottingham City Council. The Sustainable Developer Guide for Nottinghamshire produced by the County Council et al will also be a useful reference.

Environmental Sustainability should include consideration of :

- The conservation of energy
- The conservation of resources
- The building design to allow future adaptability and re-use
- The location of buildings to incorporate Green Infrastructure best practice
- The use of native, local provenance species in landscaping

The orientation of the majority of the sites within the area is such that high mass, passive ventilation and cooling techniques could be employed in addition to solar power generation, Sustainable Urban Drainage Systems (SUDS) and green roofs (as options amongst other possibilities). Conservation of resources should be a basic design principle, choosing materials that are local in origin, have low embodied energy in manufacture, have long life and/or are recyclable. Assistance in this may be obtained from 'The Green Guide to Specification' ISBN 0-632-05961-3 and Nottingham City Council's Sustainability Checklist. Shallow plan built form is encouraged with alternative and flexible access arrangements to give flexibility and adaptability in use.

All buildings should be tested against the appropriate Building Research Establishment's Environmental Assessment Method (BREEAM) to maximise the potential for recycling and energy efficiency.

It is likely that development proposals will require a flood risk assessment to be undertaken. The area is defined as high flood risk by the Environment Agency. Further advice should be obtained from the Environment Agency (Tel : 0115 9455722).

6.2 Local Employment and Training

In the interests of the economic well being of nearby communities, the City Council will seek to maximise the training and employment opportunities

resulting from the redevelopment process. These matters are covered in the code of Practice for Employment and Training, City Development, Nottingham City Council. They can also be covered in planning agreements as part of planning approvals where significant proposals come forward.

7 ARCHAEOLOGY

A defined archaeological constraints area in the Local Plan Review affects land within the Brief area fronting London Road. Planning applications for development entailing breaking of ground on sites within such areas will normally require an archaeological assessment to be undertaken.

8 COMMUNITY SAFETY

The design and management of the development and associated public realm should pay particular attention to community safety issues and designing out the potential for crime. The design should reinforce the informal surveillance of the public realm, with window and door openings situated along the street at a height that allows views into and out of buildings complemented by good lighting and active uses. In addition the provision of safe car parks, cycle parking, taxi ranks and other complementary measures such as CCTV could be considered. Early contact with the Police Architectural Liaison Officer is recommended (Tel : 0115 8446940).

To support measures to reduce crime and anti social behaviour the design of new development and the public realm should adopt approaches which reduce the opportunities for criminal behaviour. It is also important that new development supports the “Linking Up The Meadows” strategy, which is addressing such problems in an integrated basis within the adjoining Meadows community. Developer contributions to support the strategy will be expected.

9 POLLUTION CONTROL

9.1 Air Quality

Any developer shall have regard to Local Air Quality Management and the proximity and implications of Air Quality Management Areas. An assessment of the air quality impacts of aspects of any development may be required.

9.2 Noise and Vibration

Regard must be taken to the potential impact of noise levels from proposed uses on existing and proposed uses. Suitable mitigation measures may be required to be introduced within designs to achieve recommended internal noise levels.

9.3 Contaminated Land

Large parts of the brief area have previously been occupied by potentially contaminative uses. In view of these previous industrial uses in the area any development is likely to require contaminated land surveys followed by any necessary remediation to a standard suitable for a particular use. Those seeking to undertake development should adopt the advice in Phases I, II & III

Site Investigation Procedures as described in the publication "Developing Land Within Nottinghamshire" available from City Council Pollution Control Section or at http://www.nottinghamcity.gov.uk/coun/department/des/publicprotection/pollutioncontrol/contam_booklet03.pdf. Further advice can be obtained from the City Council's Pollution Control Section (Tel : 0115 9156410)

10 DEVELOPER CONTRIBUTIONS

Where housing development is proposed as part of a mixed use development, a contribution towards affordable housing is normally required. However, given the proximity of the Meadows estate, which consists in large part of Local Authority housing, it is proposed to waive the requirement for affordable housing within the area covered by this Brief.

However, the Meadows estate is an area where opportunities to improve the public realm and enhance community safety have been identified. Public realm and community safety improvements can increase the attractiveness of the wider area to encourage investment and promote physical, social and economic regeneration. Policy BE3 of the Nottingham Local Plan Review identifies " whether the development will enhance community safety, crime prevention and street activity" as one of the criteria to be used to judge planning applications.

In order to integrate new development with the wider area, and to ensure an acceptable physical environment for the occupiers of the new development, it is important that the opportunities for public realm and community safety improvements are taken forward. Developer contributions will therefore be sought to implement these improvements. The contribution of each scheme will be subject to negotiation, but the expectation is that the level of financial contribution will equate to that which would normally be expected for affordable housing.

Developer contributions to support essential transportation improvements within the locality, including the Station Masterplan proposals, will also be sought where appropriate.

11 BACKGROUND PAPERS

- Nottingham Local Plan (adopted October 1997) Nottingham City Council
- Nottingham Local Plan Review (Revised Deposit Draft: January 2003) Nottingham City Council
- Streetscape Design Manual (2003), Nottingham City Council
- Guidance note for Developers Submitting Planning Applications for Major Development (2003) Nottingham City Council. (Viewable on www.plan4nottingham.com)
- Sustainability Checklist: How Green is your Building? Nottingham City Council
- Sustainable Developer Guide for Nottinghamshire (2004) Nottinghamshire County Council et al

- Sovereign house: Draft Development Brief. (June 2002). (Viewable on www.plan4nottingham.com)
- Nottingham Station Masterplan. (April 2002). Building Design Partnership
- The Nottingham Southside Study Franklin Ellis/NDE/Innes England
- Southside Regeneration Area Interim Planning Guidance. (July 2003). (Viewable on www.plan4nottingham.com)
- NET Design Guidelines for Line One : NET Development Team
- Nottingham Station Design Guidance. (July 2004). (Viewable on plan4nottingham.com)
- Affordable Housing Policy and Developer Contributions SPG. (Feb 2004). (Viewable on plan4nottingham.com)
- Building Balanced Communities – draft Supplementary Planning Document (July 2004). (Viewable on plan4nottingham.com)
- Linking Up The Meadows – reports by Whitelaw + Turkington. (September 2004)
- Southside Development and Investment Prospectus produced by Nottingham Regeneration Ltd and partners
- Developing Land Within Nottinghamshire (Nottinghamshire Contaminated Land Sub Group 2003) – available from City Council Pollution Control Section

APPENDIX ONE

Sustainability Appraisals of Policies MU2, MU3 and T6 of the Nottingham Local Plan Review

LOCAL PLAN SUSTAINABILITY APPRAISAL

POLICY:MU2			**OFFICERS:NS/GB**	**DATE:14/05/01**
Sustainability Criteria	**Effect**	**Commentary**	**Possible Amendments to Policy**	**Other suggestions to reduce undesirable, and enhance beneficial effects e.g.additional policies.**
SOCIAL PROGRESS				
Housing	++	Promotes provision of range of housing types and tenures	None	
Health	+	Promotes access to other uses.	None	
Safety	++	Promotes comprehensively designed schemes	None	
Social Exclusion	++	Requires maximisation of opportunities for local training	None	
ECONOMIC PROGRESS				
Local Economy	++	Promotes provision of employment uses and requires maximisation of opportunities for local training	None	
Vitality/Viability of Centres	++	Supports city centre	None	
NATURAL RESOURCE USE				
Water	O		None	
Land & Soil	+	Allocates brownfield sites for redevelopment	None	
Waste	O		None	
Minerals	O		None	
ENVIRONMENTAL PROTECTION				
Transport Use	++	Promotes development of brownfield sites. Policy requires proposals to include integrated package of transport	None	
Energy Use	+	Promotes redevelopment which will be more efficient in terms of energy demands	None	
Air Quality	<>	Promotes development of brownfield sites but will increase pollution in built up area	None	
Biodiversity	?	Promotes development of brownfield sites over greenfield sites	None	
Open Space & Landscape	+	Needs to be included as part of development proposals	None	
Built Environment	++	Promotes re-use of buildings/land	None	
Cultural Heritage	?		None	

Summary: **++** **Overall significant beneficial impact. Potential negative impacts do not out-weigh positive aims of policy**

LOCAL PLAN SUSTAINABILITY APPRAISAL

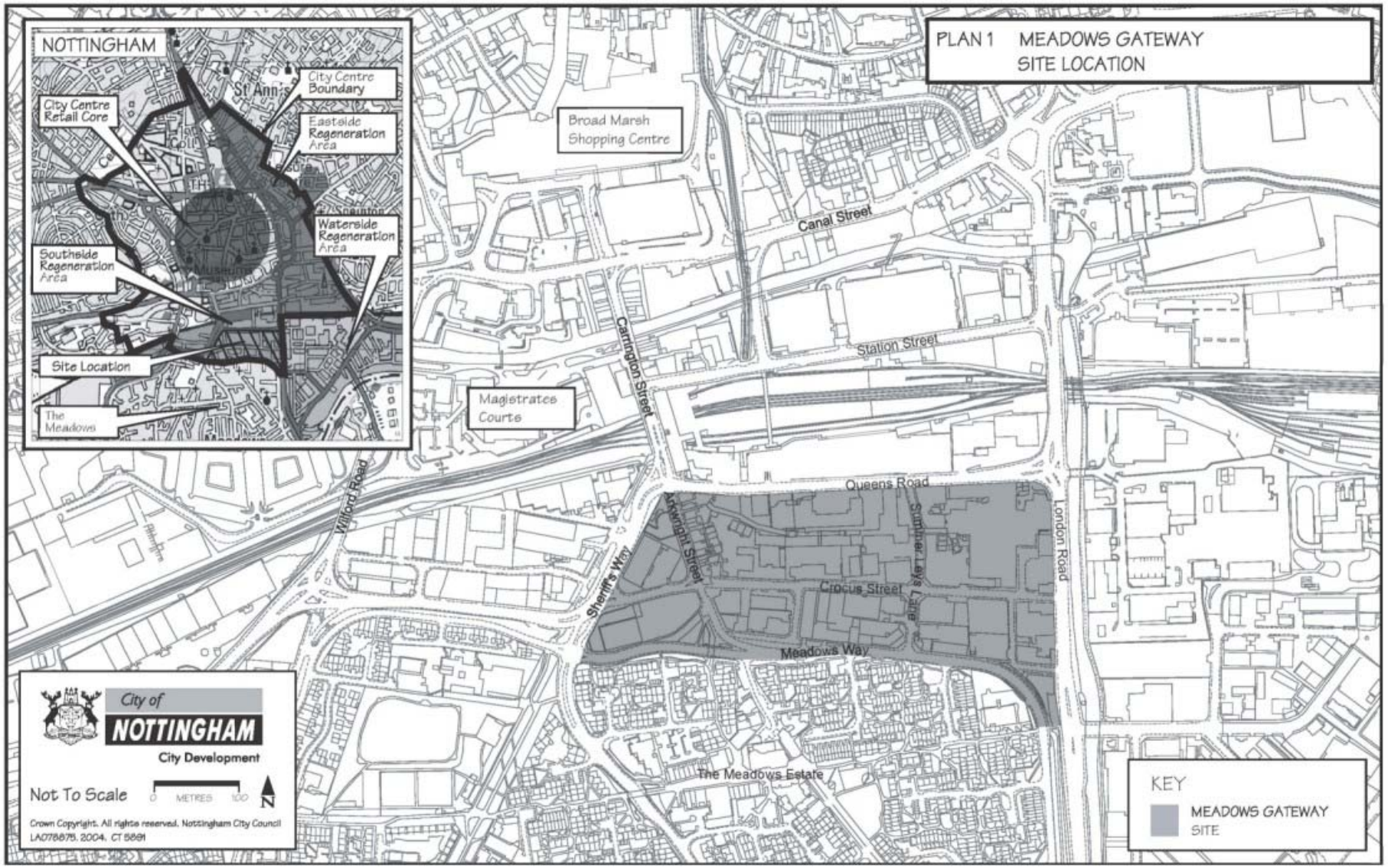
POLICY:MU3			**OFFICERS:NS/GB**	**DATE:14/05/01**
Sustainability Criteria	**Effect**	**Commentary**	**Possible Amendments to Policy**	**Other suggestions to reduce undesirable, and enhance beneficial effects e.g.additional policies.**
SOCIAL PROGRESS				
Housing	+	Ensures provision of range of housing types and tenures	None	
Health	++	Promotes access to other uses. Close to City services/fac.	None	
Safety	+	Greater surveillance through increased vitality and activity	None	
Social Exclusion	<>	Promotes access to other uses. Need to ensure affordable Housing is incorporated	None	
ECONOMIC PROGRESS				
Local Economy	++		None	
Vitality/Viability of Centres	++		None	
NATURAL RESOURCE USE				
Water	++	Allocates brownfield sites for redevelopment reducing need to develop greenfield sites	None	
Land & Soil	++	Allocates brownfield sites for redevelopment	None	
Waste	?		None	
Minerals	O		None	
ENVIRONMENTAL PROTECTION				
Transport Use	++	Reduces reliance on private car, promotes linked trips and reduces journey length. Some sites involve redevelopment of car parks	None	
Energy Use	+	Concentrates development but generates additional demand from more intensive use	None	
Air Quality	<>	Reduces reliance on private car, promotes linked trips and cuts journey length -reducing emissions Increased use of energy creates more pollution	None	
Biodiversity	?	Briefs will address this. Promotes development of brownfield sites over greenfield sites	None	
Open Space & Landscape	?	Briefs will address this	None	
Built Environment	++	Promotes re-use of buildings and land	None	
Cultural Heritage	++	Includes both re-use of attractive buildings and	None	
		redevelopment of unattractive sites		

Summary: **++** **Overall significant beneficial impact. Potential negative impacts do not out-weigh positive aims of policy**

LOCAL PLAN SUSTAINABILITY APPRAISAL

POLICY:T6			**OFFICERS:NS/SB**	**DATE:1/08/01**
Sustainability Criteria	**Effect**	**Commentary**	**Possible Amendments to Policy**	**Other suggestions to reduce undesirable, and enhance beneficial effects e.g.additional policies.**
SOCIAL PROGRESS				
Housing	O		None	
Health	O		None	
Safety	O		None	
Social Exclusion	+	Improving access to public transport and City Centre	None	
ECONOMIC PROGRESS				
Local Economy	+	Improving image of City	None	
Vitality/Viability of Centres	+	Improving access to City Centre and Hyson Green	None	
NATURAL RESOURCE USE				
Water	O		None	
Land & Soil	O		None	
Waste	O		None	
Minerals	O		None	
ENVIRONMENTAL PROTECTION				
Transport Use	++		None	
Energy Use	++	Promotes cleaner public transport	None	
Air Quality	+	Promotes cleaner public transport	None	
Biodiversity	O		None	
Open Space & Landscape	O		None	
Built Environment	O		None	
Cultural Heritage	O		None	

Summary: **++** **Overall significant beneficial impact.**


PLAN 1 MEADOWS GATEWAY
SITE LOCATION
NOTTINGHAM
City Centre Boundary
City Centre Retail Core
St Ann's
Eastside Regeneration Area
Waterside Regeneration Area
Southside Regeneration Area
Site Location
The Meadows
Broad Marsh Shopping Centre
Canal Street
Station Street
Carrington Street
Magistrates Courts
Queens Road
Wilford Road
Ankright Street
Sherrif's Way
Crocus Street
Sumner Leys Lane
London Road
Meadows Way
The Meadows Estate
City of
NOTTINGHAM
City Development
Not To Scale
0 METRES 100
N
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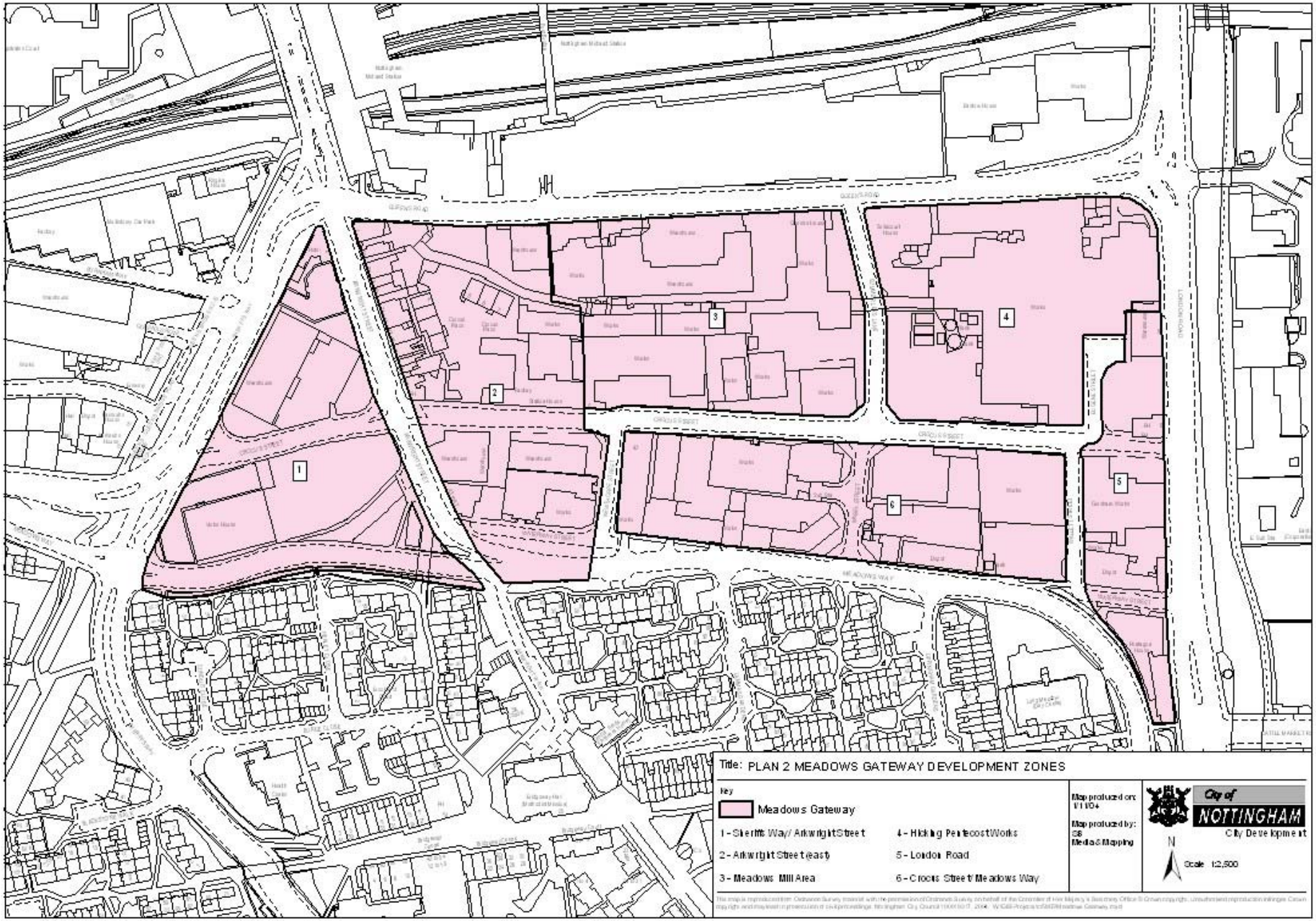
LA078878. 2004. CT 5881
KEY
MEADOWS GATEWAY SITE



Title: PLAN 2 MEADOWS GATEWAY DEVELOPMENT ZONES

Key

Meadows Gateway

1 - Sherrifs Way/ Arkwright Street

2 - Arkwright Street (east)

3 - Meadows Mill Area

4 - Hicking Pentecost Works

5 - London Road

6 - Crocus Street/ Meadows Way

Map produced on: 1/11/04

Map produced by: GIS Media & Mapping

City of NOTTINGHAM City Development

N

Scale 1:2,500

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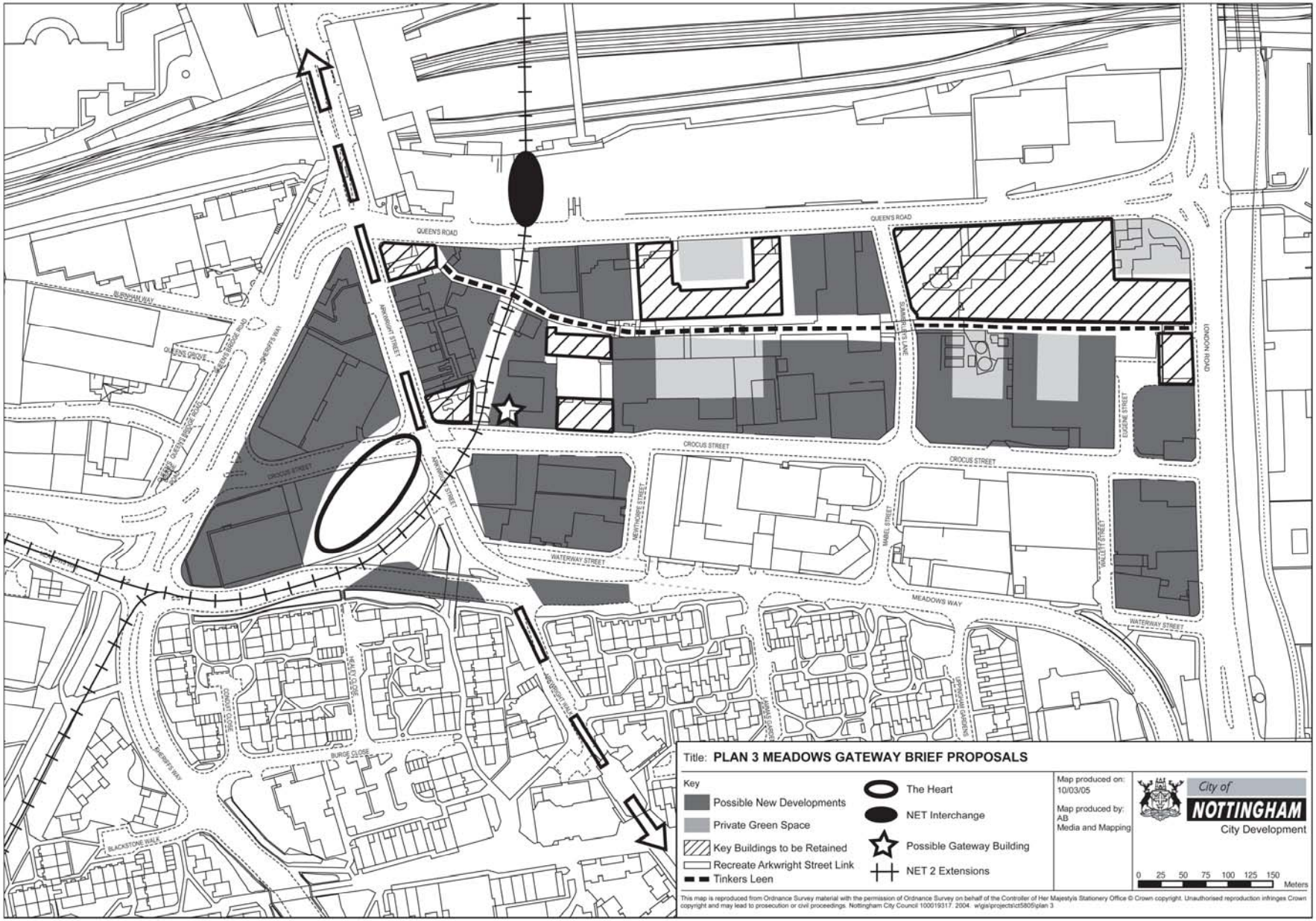
QUEEN'S ROAD
QUEEN'S ROAD
BURNHAM WAY
QUEENS GROVE
SPROSTON WAY
NEWSTEAD STREET
ARKWRIGHT STREET
CROCUS STREET
CROCUS STREET
CROCUS STREET
WATERWAY STREET
NEWTHORPE STREET
MABEL STREET
WALLETT STREET
EUGENE STREET
LONDON ROAD
MEADOWS WAY
WATERWAY STREET
HEALY CLOSE
CONDOT CLOSE
BURGE CLOSE
BRIGHTS WAY
BLACKSTONE WALK
ARKWRIGHT PARK
JAMES GARDENS
UPNOR PARK GARDENS
Title: PLAN 3 MEADOWS GATEWAY BRIEF PROPOSALS
Key
Possible New Developments
Private Green Space
Key Buildings to be Retained
Recreate Arkwright Street Link
Tinkers Leen
The Heart
NET Interchange
Possible Gateway Building
NET 2 Extensions
Map produced on: 10/03/05
Map produced by: AB Media and Mapping
City of NOTTINGHAM
City Development
0 25 50 75 100 125 150 Meters
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