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Appendices
Appendix 1: Townscape Appraisal
NOTTINGHAM CANAL CONSERVATION AREA CHARACTER APPRAISAL

1. Introduction

The Nottingham Canal Conservation Area was first designated in February 1983. It is located within the city of Nottingham to the south west of the city centre and directly south of Nottingham Castle and The Park estate.

The Conservation Area boundary is drawn around part of the Nottingham Canal, from Carrington Street west to the Castle Meadow Retail Park. As well as the Canal itself the area encompasses sections of Carrington Street, Canal Street, Wilford Street, Castle Boulevard and The Park estate. At Carrington Street it adjoins the Station Conservation Area and north of Castle Boulevard it adjoins both the Castle and Park Conservation Areas. Adjoining its southern boundary are three large modern developments: the Magistrates Court, the Inland Revenue Offices and the Castle Meadow Retail Park.

This appraisal and management plan has been prepared in line with the English Heritage document ‘Understanding Place: Conservation Area Designation, Appraisal and Management’ (2011). It is supported by the policies in the Greater Nottingham Aligned Core Strategies and the National Planning Policy Framework. The Appraisal defines those elements that contribute to the special architectural and historic interest of the Conservation Area and those which don’t. This analysis informs the Management Plan which identifies opportunities for enhancement and sets out a strategy for managing change in a way that is sympathetic to the area’s special character.

2. Key characteristics

- The Canal wharves and historic warehouses of Castle Wharf provide its most distinctive focal point.
- A linear Conservation Area following the east-west course of the Nottingham Canal. At east and west ends a mixture of industrial and commercial buildings dominate, while domestic uses are more prevalent in the central part.
- The dominant building materials are red brick combined with sandstone embellishments and slate roofs.
- There is a strong sense of separation between the low lying canal basin and the streets that border and run parallel to it.
- Street trees provide a distinctive shady character along the length of Castle Boulevard.

3. Location, Landscape Setting and Topography

The Conservation Area is situated within the flat expanse of the River Leen floodplain and sandwiched between the railway to the South and the Castle Rock to the north. Before the construction of the Canal in 1793 the area comprised part of the course of the River Leen as it ran around the southern edge of the Castle Rock. The meadows that once lined the river’s banks were drained and developed into the urban landscape we see today.
The flat terrain means views out to surrounding areas are limited with the exception of Castle Rock, which dominates Castle Boulevard and Canal Street and can occasionally be glimpsed from other points through gaps in the building line.

4. Historic development

The Nottingham Canal once linked Langley Mill to the Trent at Nottingham, through Trowell, Wollaton and Lenton. It had a length of fourteen and three-quarter miles and had 20 locks. The canal was first proposed in 1790 by a group of local colliery owners and businessmen eager to open up the financial potential of the city and to ensure that the Nottinghamshire coal fields could operate on an equal footing with those in Derbyshire. A bill was presented to Parliament and passed in May 1790, an event that was marked by large celebrations within the city.

Nottingham before the Canal: this excerpt from Badder & Peat's map of 1747 shows the River Leen and the Tinker's Leen flowing through the undeveloped land to the south of the town.

The Nottinghamshire Canal Company was formed, finance raised and construction began in June 1792. The principal engineer was the experienced canal engineer William Jessop, but through a mixture of ill-health and other contracts the project ended up being mostly managed by the resident engineer James Green. The first stretch between the Trent and the town wharves opened in 1793. The entire route was completed in 1796 though work on side branches, wharves, warehouses and bridges meant that the canal was not officially opened until 1802. The original estimate for the work was £49,000 yet poor weather, inflation and the creation of a branch cut to Beeston combined to make a final cost of around £80,000.

Fortunately for the Canal's shareholders the canal proved to be a success, returns started off slowly but increased in value steadily through the early decades of the 19th century. Outstanding debts were paid off in 1804 and dividend payments started the following year. The principal cargo transported was coal from the various collieries located along its line. Iron, stone, lime, manure and a little farm produce was also transported.
Between 1801 and 1841 the population of Nottingham increased from 28,900 to 50,700 as the framework knitting and lace industries became established. The canal continued to prosper, becoming one of the main transport arteries of this burgeoning industrial city.

Little survives from the earliest period of the canal’s history save the basic course of the canal and the Castle Lock, both of these would have been repaired repeatedly over time. The town wharves which were opened up by the first phase of canal building in 1793 were located to the east of Wilford Street and run parallel to Canal Street up to Bridge Street and London Road. To the west of Wilford Street were the Duke’s Wharves sandwiched between the canal and the old course of the River Leen. The junction of the River Leen and the Canal created a small spur of land called Albion Wharf on which small warehouses were built, later to be occupied by the British Waterways Warehouse. The Navigation Inn, Wilford Street was in existence by the 1820’s yet the present building dates from the mid 19th century. It was once the terminus for a ferry that ran from Leicester to Nottingham.

An excerpt from Wild & Smith’s map of 1820. The pattern of wharves, warehouses and cuts is well established along the north bank of the Canal. Wilford Street has been laid out alongside Castle Lock and the River Leen now runs parallel to the Canal in a narrow channel to the north.

The arrival of the railways, starting with the construction of the Derby to Nottingham line in 1839, superseded the canal as the principal method of transporting goods and people to and from the city. The first station was located at Carrington Street with the railway line and sidings constructed alongside the line of the canal utilising the flat undeveloped meadowland in the Leen valley. Whilst water born traffic remained important throughout the 19th century it was overshadowed by rail and the profitability of the canal declined. In common with many canals, the ownership of the Nottingham Canal passed to a railways company: the Ambergate, Nottingham, Boston and Eastern Junction Railway Company in 1855.

By the 1880’s the town wharves had been largely filled in with warehouses, stone and building merchants, factories, workshops and saw mills. Mixed in with these were public houses and small shops. Only the Duke’s wharves and the area now known as Castle Wharf retained their docking channels, albeit on a reduced scale. This new type of development took advantage of the canal to bring in and ship out their supplies even if it was only to the nearby railway goods yard. They established an architectural pattern
that is very characteristic of the canal where the front face of a building, onto the street, is ordered and decorative whereas the canal face is plain, functional and industrial.

Excerpt from Edin’s map of 1884. The Midland Railway and Carrington Street are shown, but Castle Boulevard is not yet laid out.

The creation of Castle Boulevard
In 1884 Lenton Boulevard, now Castle Boulevard was laid out north of the canal running over the course of the River Leen and at the foot of Castle Rock. The boulevard was one of several improvements the city corporation initiated in the late 19th century to improve the economic and social health of the city. As its name suggests it is a wide tree-lined street attractive to both pedestrian and road traffic. Its creation opened up a new area for development and a flurry of new factories, show rooms and houses were constructed along its length from the 1880s to the 1900’s. Many of these buildings have survived and still define the Area. It is clear that a certain standard was set for these buildings which befitted the boulevard and the neighbouring Park estate.

The early 20th century
For the first two decades of the 20th century canal traffic remained significant enough for the Trent Navigation Company, who now were responsible for the canal, to erect a large warehouse on Albion Wharf in around 1919. However returns for the whole canal were small, for example tolls were just around £1000 in 1916, and the canal started to suffer from lack of maintenance. In 1928 only the section from the City to the Trent remained open to traffic and in 1938 the section from Langley Mill to Lenton was officially closed. By the time the British Transport Commission (later British Waterways) took over responsibility for the canal in 1948 the remaining water born goods traffic was disappearing in favour of road transport.

The area around the canal continued to flourish and develop during the first half of the 20th century. Carrington Street, as it appears today, is a creation of the turn of the 20th century with prestigious large office and shop developments with well-detailed front elevations in various styles. The factories, show rooms and small shops of Canal Street, Wilford Street and Castle Boulevard continue to produce and sell a variety of household and industrial goods.
Excerpt from Ordnance Survey Map (1912-1919 edition). The high density of development in the narrow stretch of land between the Canal and Castle Boulevard/Canal Street is clearly visible. By this time the Canal's role had been reduced to transporting bulky goods between the factories on the north bank and the Railway goods yard to the south.

Regeneration and Transformation: the late 20th century to the present
Light industry and manufacturing disappeared in the area during the 1970’s and 1980’s. Whilst many buildings found new uses as offices, show rooms and public houses, the decline of the canal and the railway goods yard resulted in a noticeably depressed area. Concerted efforts have been made by the City Council since the 1990’s to regenerate the area. The Magistrates Court (just outside the Conservation Area) was opened in 1996. This was followed by Castle Wharf Developments’ regeneration of the area, most notably the construction of the Nottingham Evening Post offices and the British Telecom offices (by Franklin Ellis Architects, 1998 & 1999 respectively) and the conversion of the British Waterways warehouse. The scheme won a Royal Town Planning Institute regeneration award in 2000. West of Castle Wharf, outside the Conservation Area but alongside the canal towpath, the Inland Revenue Offices (by Michael Hopkins Architects, 1995) were constructed and on the opposite, northern bank a complex of apartments was constructed around 1998.

The effect of this regeneration on the historic character of the Conservation Area has been mixed. The construction of the Evening Post and British Telecom offices swept away a sizeable area of 19th century canal-side development. The interpretation of the canal’s heritage was dealt a blow when the Canal Museum within the Fellows, Morton and Clayton warehouse was closed in 1998. Yet regeneration has also undeniably breathed new life into the area and whilst much has been lost, the canal’s heritage remains a defining characteristic of the area and of great amenity value to the City.

5. Archaeology

The majority of the Canal Conservation Area overlaps with the City Centre and Nottingham Canal Archaeological Constraints Area (ACA). An ACA identifies those areas where there is a higher potential for finding below ground archaeology. While man made cave sites are common in the sandstone outcrop to the north, these are entirely
absent south of the Castle Rock where the geology of the Leen/Trent floodplain is unsuitable for cave excavation.

6. Plan form and layout

The linear layout of the Conservation Area is based on two roughly parallel east-west transport routes formed by the canal and Canal Street/Castle Boulevard. Carrington Street which runs north-south marks the eastern edge of the Area. To either side of the Wilford Street junction, where Canal Street becomes Castle Boulevard there is a distinct change in the grain of development and the character of the Canal itself.

In the east of the area the canal warehouses and high status commercial buildings on Carrington Street, Canal Street and Castle Wharf typically have large footprints and are up to six storeys high. By being positioned against the edge of the footways and wharves the buildings maximised the available space and facilitated the movement of goods between the road network, the railways and the Canal. As a result the townscape has a dense urban grain.

Left: the junction of Canal Street, Castle Boulevard and Wilford Street in the east of the area where the buildings have large footprints and are typically over three storeys in height. Right: properties on Castle boulevard in the central part of the area are of a more domestic scale and character.

In the central part of the Conservation Area the scale of individual buildings becomes more domestic in character with terraces of townhouses, semi detached dwellings marking the southern edge of the Park Estate and modern apartment buildings closely lining Castle Boulevard.

At the western end of the area the grain of development becomes less dense with low rise commercial buildings and workshops separated by surface car parking and forecourts.

There is a marked separation between the Canal and the streets that creates two distinct types of environment. The streets interlink and are part of the highway network of the City. By comparison the Canal appears to cut through the City; generally below the level of the surrounding streets and is a largely pedestrian and recreational area dominated by water.
7. Landmarks, Focal Points and Views

The Conservation Area’s most distinctive space is formed by the widening of the Canal at Castle Wharf (pictured right). The wharf is bordered to the north by large 19th century buildings and to the south by the open forecourt of the Magistrate’s Court building. To the west and east the wharf is enclosed by the Wilford Street and Carrington Street bridges respectively. These bridges act as a key physical link between the differing environments of the Canal and the Streets and provide some of the best vantage points for views over the Canal basin.

Within the street environment there are a number of buildings whose imposing character makes them distinctive visual landmarks. Of particular note are the elegant corner tower of City Buildings at the Carrington Street/Canal Street junction, the 1930’s Art Deco of the former Viyella factory on Castle Boulevard (now New Castle House, pictured left) and the strong horizontal rhythm of 2-6 Castle Boulevard. Outside the Conservation Area, but clearly visible from Castle Boulevard is the Castle itself. Framed by the attractive green space of Brewhouse Yard this is perhaps Nottingham’s most distinctive historic landmark.
Above: City Buildings at the corner of Canal Street and Carrington Street (left) and 2-6 Castle Boulevard (right).

Views within the Conservation Area are largely channelled along streets or along the canal. However, it is views between the Area and its surroundings that are most worthy of note. Visual links with the Castle and the Park Conservation Areas are particularly strong along Castle Boulevard at the junctions with Peveril Drive and Fispond Drive/Hope Drive. On Carrington Street the view to the north terminates at the blank mass of the Broadmarsh Centre while the view southwards into the Station Conservation Area provides a glimpse of the Midland Station’s attractive Baroque clock tower.

8. Public Realm and Boundary Treatments

Street furniture and highways.
The current prioritisation of vehicle movement through the area creates a hostile environment for pedestrians, particularly at Canal Street’s junctions with Carrington Street and Greyfriar Gate/Wilford Street. The dominance of traffic has also resulted in a proliferation of standardised street furniture, signage and pedestrian safety barriers, installed without reference to the character of the Conservation Area. Plans to address this imbalance through the redirection of traffic and the introduction of shared surfaces
are currently in development. These are discussed in more detail in the Canal and Station Conservation Areas Management Plan.

Left: the junction of Canal Street and Carrington Street. Right: the Canal Street and Greyfriar Gate intersection.

Hard landscaping.
The highest quality paving scheme in the area is found on Carrington Street which has York stone paving slabs edged with pink granite kerbs. While these granite kerbs have survived on Canal Street, Wilford Street and parts of Castle Boulevard, the remainder of the area’s pavements are an unsightly patchwork of Tarmac. Tarmac road surfaces are used throughout the area with the notable exception of Wharf Road, Haslam Street and Palatine Street. These small cul-de-sacs, which lead from Castle Boulevard to the north bank of the Canal, have retained their historic granite setts. Similar granite setts can also be found paving the areas around the Fellows Morton and Clayton warehouse on Castle Wharf and as an edging to Peveril Drive. The canal towpath is paved with moulded concrete setts along its full length and around Castle Wharf and Lock the Canal is edged with the original stone kerb stones.

From left to right: pink granite kerb stones and York stone paving slabs on Carrington Street; retained granite kerb stones set within an unsightly patchwork of tarmac on Castle Boulevard; historic granite setts and kerb stones on Wharf Road.

**Boundary treatments.**
The highly urbanised grain of development on the streets in the east of the area results in the building facades generally being built up to the back edge of the pavements. However, travelling westwards one finds a variety of different boundary treatments enclosing small front yards and gardens. Brick and stone walls, iron railings and gates together with stone, brick or cast iron gate piers enhance the public realm and provide small areas of defensible space for property owners. Of particular note are: the pair of large timber gates that mark the entrance to the Park Estate; the decorative cast iron gate piers and railings at the Fellows Morton and Clayton Warehouse; the Art Deco style walls and gates at New Castle House and the stone gate piers that once marked the entrance to the original Midland Railway station of 1839 on Carrington Street.

Left: brick and sandstone gate piers and iron railings on Castle Boulevard. Centre: Timber gate at the entrance to the Park Estate on Peveril Drive. Right: cast iron gate pier and iron railings at the Fellows Morton and Clayton Warehouse (grade II listed).

9. **Contribution Made by Open Spaces, Trees and Hedges**

The combined canal and towpath provide a strong linear open space reaching into the heart of the city. This sense of openness on the southern side is enhanced by banks of informal naturalised planting, most notably along the Tinker’s Leen, west of Wilford Bridge.
The regeneration schemes of the 1990’s have made use of the Canal’s attractive waterside and created informal areas of open space that physically and visually unite Castle Wharf, the Magistrates Court, Carrington Street and Wilford Street. By contrast the section west of Wilford Street is a more typical of a canal-side path running between the adjoining buildings and the quality of this open space is less dynamic.

Left: the tree lined canal side at Duke’s Wharf runs parallel to the Tinker’s Leen on the left of the picture. Right: Castle Wharf where outdoor seating areas now occupy the north bank.

Expanses of open green spaces are absent throughout the Conservation Area, which is to be expected within an urban context with an industrial past. There is however a small area of formal planting at the junction with the Castle Conservation Area at Peveril Drive which forms the entrance to the Park Estate and is dominated by the sheer cliff face of the Castle Rock.

Left: London Plane trees lining Castle Boulevard. Right: formal planting at the junction of Peveril Drive and Castle Boulevard.

Tree cover along Castle Boulevard softens and enhances what would otherwise be a highly urbanised public realm. The boulevard is lined on both sides by mature London Planes that are generally in good condition and have a long life expectancy. The naturalised planting alongside the canal towpath contains mainly self-set willows, ash and sycamore and these enhance the natural appearance of the canal, particularly where they screen large modern buildings, such as the retail park, from view. However there has also been some inappropriate planting of exotic species, such as the Norway Maple, which will as they mature have an adverse impact on the local habitat of the water vole, a European protected species.
10. Building Materials

The chief traditional building materials are a deep red-orange brick and natural roofing slate. Architectural detailing to the facades of most buildings is picked out in sandstone, though brick and terracotta are also found in places. Later 20th century development in the area has generally utilised a similar palette of materials.

A few notable exceptions can be found in the area. The Art Deco New Castle House is a reinforced concrete and steel framed building with heavily glazed elevations incorporating stone and reconstituted stone detailing. Also of note is the row of commercial buildings on Carrington Street north of Canal Street. Here the early 20th century building facades create an eclectic streetscene of Portland stone, Tudorbethan style half timber work, terracotta, render, Edwardian brickwork and honey coloured stone.

From left to right: red brick walls, sandstone detailing and Welsh slate roofs are the dominant building materials in the area; Tudorbethan style half timber work; terracotta; Portland stone.

11. Architectural Style and Detailing

The quantity of fine late 19th and early 20th century buildings within the Conservation Area is considerable and despite the amount of modern development and high traffic levels the area remains predominantly historic in character. Buildings within the area that make a key contribution to its special character have been highlighted on the Townscape Appraisal map in Appendix 1. However, it must be stressed that no appraisal can be completely comprehensive and the omission of a particular building should not be taken to imply that it is of no interest.

The majority of historic buildings within the Conservation Area date from the 1880’s to 1900’s. They comprise a wide mix of building types: warehouses, factories, showrooms, workshops, offices, shops and houses. The architecture is, typically for this period, decorative and stylised. In terms of stylistic influence the larger industrial and commercial buildings display a bias towards to Renaissance revival styles with features such as string courses, door cases, window surrounds, sill bands and cornices picked out in sandstone. The architectural styles of smaller buildings are more varied with Tudor, Gothic and Renaissance revival style touches such as half timbered, jettied and Dutch gables, glazing bar sash and metal casement windows, trefoil headed and four pointed arches, stone window and door surrounds, decorative brickwork, timber barge boards and clay ridge tiles.
Above: Renaissance Revival style architecture of the area’s larger commercial and industrial buildings. Ornate stone detailing in the form of window surrounds, contrasting bands, cornices, string courses and cill bands. Rooflines are decorated with towers, gables, finials and stone balustrades.

Above: Smaller buildings in the Conservation Area exhibit a range of Tudor, Gothic and Renaissance revival influences in their architectural styles. Left: Tudorbethan half timber work on a jettied gable with glazing bar sashes, clay wall and ridge tiles. Centre: trefoil headed brick arches over windows. Right: Dutch gables, patterned brickwork, metal casement windows with stone surrounds.

Buildings adjoining the canal generally have two faces: a highly decorative street face and a more functional and plain canal face where architectural detailing is rarely used. A good example is Castle Court, Castle Boulevard: facing the boulevard is a wide three-storey building with a striking front elevation reminiscent of a French Chateau. Viewed from the canal the building is made up of two solid square blocks of brick with a regular pattern of large windows and little architectural detailing. This contrast would have been much stronger in the late 19th century and 20th century than as it is now, such is the impact of recent regeneration on the Canal and the desire to have a primary frontage facing it.
Above: Castle Court’s street elevation facing onto Castle Boulevard (left) and its more functional rear elevation facing the Canal (right).

Bold signage in the form of painted or carved lettering and large advertisements would have been a common sight on the area’s buildings during its industrial heyday. Several buildings have retained this tradition; the vintage typefaces and references to past occupiers making a significant positive contribution to local distinctiveness.

Above: bold painted and carved stone signage is still a feature of many of the area’s buildings.

The modern office complex of Castle Wharf House on Canal Street and Wilford Street is perhaps the best example of architecture from the 1990’s regeneration programme. Whilst its construction led to the demolition of a significant number of historic buildings it displays a palette of materials and an understanding of form and context that relates well to the historic townscape.

12. Listed Buildings
Buildings on the Government’s List of Buildings of Special Architectural or Historic Interest are known as “Listed” buildings and are protected by law. Listed Building
Consent is required from Nottingham City Council before any works of alteration, extension, or demolition can be carried out to these buildings.

The Canal Conservation Area contains 8 entries on the statutory List:
- Fellows Morton & Clayton PH, 54 Canal Street (1895)
- Gateway and railings to canal warehouse, Canal Street (1895)
- Fellows Morton & Clayton Warehouse, Canal Street (1895)
- Two wharf cranes, Canal Street (late 19th Century)
- British Waterways Warehouse, Wilford Street (1919)
- Parish boundary marker at Castle Lock (1869)
- New Castle House, Castle Boulevard (1933)
- Castle Court, Castle Boulevard (1894)

Their positions are shown on the Townscape Appraisal map in Appendix 1. All are grade II listed and all date to the late 19th century with the exception of New Castle House (1931-33) and the British Waterways Warehouse (1919).

13. Character Areas
The grid-like layout of the Conservation Area divides the main streets off from each other and the canal from the streets. The character of the canal is then further divided by Wilford Street. Consequently the following sub-areas can be identified, each with its own character:
- Canal: Castle Wharf
- Canal: Duke’s Wharf
- Carrington Street
- Canal Street
- Wilford Street
- Castle Boulevard
- Peveril Drive and Hope Drive

**Canal: Castle Wharf.**
Densely developed on the north bank and open on the south, Castle Wharf is enclosed at either end by the Wilford Street and Carrington Street bridges. On the south bank is a brick humpback bridge (thought to date to around the time of the first station’s construction in 1839) which carries the towpath over what was once a spur of the Canal leading to a railway goods yard. This feature has now been integrated into the landscaped setting of the Magistrate’s Courts.

The north bank is dominated by the towering presence of the British Waterways Warehouse and 28-48 Carrington Street. The former is a utilitarian, but not unattractive building of 6 storeys shaped to follow the course of the Canal and retaining its original rhythm of cast iron windows and loading doors. In contrast 28-48 Carrington Street is a building of two faces; its functional rear elevations lacking any of the ornamentation found on its street frontage. Smaller in scale and set back from the Canal is the Fellows Morton & Clayton Warehouse, built in 1895, but reminiscent of a mid 19th century structure, the building retains its own wharf cut, loading doors and a pair of manual loading cranes. Alongside the warehouse is an elongated outbuilding with a pair of loading bay doors opening directly over the Canal. Although not a prominent structure this is the last remnant of a building type that would have been a very common feature along the canal, especially up to the late 19th century.
While the area’s historic buildings, wharf cranes and the water channels act as clear reminders of its industrial past, the regeneration schemes of the late 90s and early 2000s have created a more social, mixed use environment. The introduction of outdoor seating areas, trees, bars, restaurants and office developments have all contributed to this gentrification.

Left: the brick humpback bridge now incorporated into the landscaping in front of the Magistrate’s Courts. In the background is the imposing form of the British Waterways Warehouse.

Below: Castle Wharf showing (from left to right): the Fellows Morton and Clayton Warehouse with its canal cut and loading door; the pair of historic manual loading cranes now set among a bar seating area; a small elongated warehouse with loading doors opening directly onto the canal; the utilitarian rear elevation of City Buildings (28-48 Carrington Street).

Canal: Duke’s Wharf
A much quieter and less distinct area than Castle Wharf, Duke’s Wharf follows the course of the Canal westwards from the Wilford Street Bridge. Alongside the bridge is Castle Lock an important heritage feature (dating to the Canal’s construction in the 1790s) that combines with the bridge, the Navigation Inn and a cast iron boundary marker to produce a very traditional scene reminiscent of the Canal’s industrial past.
The north bank’s industrial theme continues westward as far as Castle Court, but then gives way to the high density residential character of the Castle Quay and Duke’s Wharf apartment complexes. To the south the Inland Revenue offices and Castle Meadow Retail Park are partially screened by the sparsely wooded banks of the Tinker’s Leen which runs parallel to the south bank of the Canal. Overall the combination of modern apartments to one side and office and retail developments on the other, creates a waterside setting that possesses little or no historic character.

**Carrington Street**

Clustered around Carrington Street Bridge and opposite the Broadmarsh Bus Station are an elegant collection of late 19th and early 20th century buildings. Though it has retained much of its former grandeur, a dilapidated feel continues to blight this part of the Conservation Area. The former Gresham and Portland Hotels reveal the area’s close connection with the nearby Midland Station while the street’s former importance as a key route into the heart of the City is evident in the confident and eclectic architecture of City Buildings and numbers 2-26 Carrington Street.

Carrington Street bridge itself dates to the mid 19th century. It is a largely functional structure with architectural detailing limited to the parapet, the only visible part of the bridge from Carrington Street. On the south west side of the bridge is a small brick tower which may have been a toll-booth for the bridge or canal or both. Just south of this structure is a pair of stone gate piers that were built for the first Midland Railway station of 1839.
Canal Street

Only a short stretch of Canal Street from Carrington Street to Wilford Street lies within the Conservation Area. It includes the historic buildings around the junction with Carrington Street and the modern Castle Wharf House office development which runs up to the junction with Wilford Street.

Clockwise from top left: Portland House and the parapet of Carrington Street Bridge; the Gresham Hotel which is currently under refurbishment – the clock tower of the Midland Station is on the far right of the picture; one of the stone gate piers built to mark the entrance to the 1839 station; the row of commercial buildings at the north end of Carrington Street (nos. 2-26) where high vacancy rates have become a cause for concern.

Clockwise from right: the Castle Wharf House office development built as part of the 1990s regeneration scheme; the former Hardwick factory, 44 Canal Street; the Fellows Morton & Clayton Warehouse; the Fellows Morton & Clayton Public House and the corner of City Buildings (28-48 Carrington Street).
The pattern of development is typical of the city centre: tall buildings of four or five stories are built adjoining each other or closely spaced. They form a uniform building line directly onto the pavement and their vertical emphasis forms a sense of rhythm along the street, a pattern that has been successfully continued by the modern office development of Castle Wharf House. The scale and mass of the buildings combined with the narrowness of the pavement and width of the road creates a strong sense of enclosure. An exception to this pattern is the Fellows, Morton & Clayton buildings: the offices are a relatively diminutive two stories whilst the warehouse is set back within a tree lined courtyard enclosed by decorative iron railings.

**Wilford Street**

Like Carrington Street only a small section of Wilford Street, which is centred on the canal bridge, is located within the Conservation Area. The presence of the Castle Wharf House offices, Inland Revenue Offices, City Archives and Lock House in close proximity give the area a modern aspect, within which a group of three 19th century buildings (2-6 Wilford Street), appear lost. Their sense of isolation is emphasised by the dominance of the road and traffic, which also makes for an uncomfortable pedestrian environment.

![Above: The Navigation Inn (left) and the Irish Centre (right).](image)

**Castle Boulevard**

Castle Boulevard is the most architecturally and historically cohesive and complete part of the Conservation Area. It is also the most varied in terms of building types, scales and relationships. Starting at the junction with Wilford Street the pattern of industrial and office development continues up to the junction with Peveril Drive. After this the pattern becomes more mixed with a strong residential feel up to the junction with Fishpond Drive when the industrial and commercial theme is re-established, albeit on a smaller scale. Modern development along Castle Boulevard has in general been bland and over-scaled in comparison to its historic surroundings.

The majority of buildings date from shortly after the creation of the Boulevard in 1884 and though of various designs, functions and scales there are sufficient similarities, in terms of materials and details, to ensure a sense of cohesion. The straight and obviously planned course of the Boulevard creates a strong building line which is broken most notably at the junctions with Peveril Drive and Fishpond/Hope Drive allowing views
to the north of the Castle Rock and the Park Estate. Another unifying feature are the rows of London Plane trees that line the Boulevard.

The Canal itself is not visible from along Castle Boulevard. Even the side streets that once led to workshops and the canal-side have been truncated by modern development and the connection lost. These side streets are, from east to west, Wharf Road, Haslam Street and Palatine Street.

Terraces, semi detached houses and a detached villa on Castle Boulevard (above). The differing scale of commercial buildings at the east (right) and west (below right) ends of the Boulevard. Wharf Road’s historic link with the canalside is now truncated by a modern apartment block.

**Hope Drive and Peveril Drive**

Hope Drive and the small section of Peveril Drive within the Conservation Area are more physically and functionally related to the Park estate and its Conservation Area than the Canal and is perhaps best viewed as a point of transition between the Canal, Castle and Park Conservation Areas. Development in this area is almost exclusively domestic and the scale is suitably low in comparison to the adjacent city centre.

The houses are similar to those along Castle Boulevard in that they are well-built examples of their time and were built for a middle class clientele. Peveril Drive has a close visual and physical relationship to Castle Rock and the low-scale and quality of development is central to forming the special character of this area. The Castle and Castle Rock dominate the view north east along Hope Drive creating a picture of great visual interest.
Peveril Drive (left) and the entrance to Hope Drive seen from Castle Boulevard (right).

14. Negative Factors
Shop, office, bar and restaurant signs are often placed on buildings without a dedicated space for signage, sometimes subtly, but many are over-large and garish. The original quality of many surviving shopfronts has been reduced or obscured by the addition of new flat plain fascias of various sizes and styles. Carrington Street in particular has seen the loss of most of its historic shopfronts. These have been replaced with poor quality sorfwood or aluminium framed types which invariably fail to respect the traditional proportions and refined architectural style of the originals.

Residential development on the northern bank of the Duke’s Wharf is typical of the basic approach to design that characterises many contemporary apartments but which does not reflect traditional canal-side architecture.

The extent of modern development is unusually great for a Conservation Area. The Castle Wharf development when experienced from the canal, where it is seen in conjunction with the Magistrates Court, creates a largely modern character within which historic buildings and structures appear as features rather than part of a coherent environment. Further west the combination of the Duke’s Wharf housing development and the Inland Revenue offices creates a modern character, within which the only real sense of history comes from the canal and views of the Castle.

The principal streets and roads of the Conservation Area are major traffic routes and as a consequence the resulting volume of traffic and traffic signage detract significantly from the character and appearance of the area.

15. General Condition
Considering the decline of manufacturing and the industrial and commercial redundancy of the canal the Conservation Area is well-maintained and the occupancy rate of buildings is high. Regeneration has brought a new focus to the area and is likely to benefit the area for the foreseeable future. The retention rate of historical details and features in those surviving historic buildings is high within non-domestic buildings and fair to good within domestic buildings, with just over half retaining their original windows. One exception is the shopfronts along Carrington Street which have largely been replaced or obscured by later insertions.
16. Conservation Area Boundary
In compiling this appraisal, the City Council is required to review the boundaries of the Conservation Area, particularly where parts of an Area are considered to no longer possess the special interest that led to the original designation.

The Canal Conservation Area was first designated in February 1983 and the first Appraisal and Management Plan was adopted in March 2008. As part of this appraisal process no proposals were made to amend the boundary of the area.

On 19th February 2014 the City Council's Planning Committee resolved to extend the Conservation Area to include number 1 Collin Street and numbers 2-26 Carrington Street. These buildings had previously been earmarked for demolition under Westfield's plans for the extension of the Broadmarsh Shopping Centre. These plans were shelved when Capital Shopping Centres (now Intu) purchased the centre from Westfield in November 2011.

In light of the change in the planning situation, the City Council has reassessed the significance of the buildings. Advice was sought from English Heritage and the Nottingham Civic Society. It was concluded that the buildings possessed historic and architectural merit and made a significant contribution to this key historic link between the City Centre and the newly refurbished Nottingham Station. In order to promote the heritage led regeneration of Carrington Street and tackle the decline in its condition, the decision was taken to include the buildings within the Canal Conservation Area.
NOTTINGHAM CANAL CONSERVATION AREA MANAGEMENT PLAN

1. Introduction

1.1 The designation of a conservation area is not intended to prevent new development from taking place within the area. However, it is the purpose of the Nottingham Canal Conservation Area Character Appraisal together with the Management Plan to inform and manage planning decisions so that new development can take place within the Conservation Area without harming its special character and appearance.

1.2 The Character Appraisal, covered in the first part of this document, describes the reasons why the area warranted its designation.

1.3 The aim of the Management Plan is to establish the means by which the objectives of preserving and enhancing the unique character and appearance of the Conservation Area can be pursued through the planning process. In particular, it also seeks to support the regeneration and redevelopment initiatives within the Area.

1.4 This Management Plan seeks to address these and other issues by setting out broad planning guidance that can be used by local property owners, developers and Council officers alike in considering new development proposals in the Conservation Area, supported by the local and national policy framework.

1.5 The Conservation Area was added to Historic England’s national register of heritage at risk in 2013. It was considered to be at risk from inappropriate alterations to facades, loss of original shopfronts, lack of routine maintenance and general neglect, proliferation of street clutter and the impact of traffic dominated junctions.

2. Planning Policy Context

Development in Conservation Areas

2.1 A conservation area is defined as ‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’ (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). In making decisions on potential development within a conservation area, the Council is expected to ‘pay attention to the desirability of preserving or enhancing the character or appearance of the area’ (Section 72 of the Act). It follows therefore that consent should not be given for any proposals that are likely to harm the character or appearance of a conservation area.

2.2 The National Planning Policy Framework (NPPF) defines a Conservation Area as a ‘designated heritage asset’. Paragraph 132 of the NPPF states that ‘when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation.’ The demolition of a building or other element that makes a positive contribution requires ‘clear and convincing justification’ and may amount
to substantial or less than substantial harm, depending on the degree of contribution to significance of the conservation area overall (paragraph 138).

2.3 The NPPF also states in paragraph 137 that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favorably.

2.4 The adopted Nottingham Local Plan (November 2005) seeks to ensure that new development in conservation areas preserves or enhances the character and/or appearance of the area (Policy BE12) and to prevent the demolition of buildings that make a positive contribution to the conservation areas (Policy BE13). It is anticipated that these ‘saved’ policies will be superseded in 2015 by the Historic Environment policies contained within the Nottingham City Land and Planning Policies (part 2 of the emerging Local Plan).

2.5 The Greater Nottingham Aligned Core Strategy (part 1 of the emerging Local Plan adopted September 2014) seeks to ensure that the historic environment and heritage assets are conserved in line with their interest and significance (Policy 11). It highlights the contribution that heritage assets can make towards the delivery of wider social, cultural, economic and environmental objectives and states that particular attention will be given to heritage assets at risk of harm or loss of significance.

Protection of Trees

2.8 Saved Policy NE5 of the Local Plan (2005) seeks to protect existing trees. Under Section 211 of the Town and Country Planning Act 1990, owners of trees within the Conservation Area are required to give the City Council 6 weeks written notice prior to carrying out tree felling or pruning works.

General Planning Policies

2.9 In addition, within the Regeneration Zones, the Local Plan generally supports proposals which enable the regeneration of previously-used employment sites and employment premises, providing amongst other things that there is a range of alternative supply of employment sites and premises available (saved Policy E4).

2.10 The Local Plan (2005) also seeks to ensure that in conservation areas, any advertisements are of a high standard and not damaging to the fabric and detail of buildings or the character of the Area (saved Policy BE19), that new shop fronts are compatible with building and surrounding area (saved Policy BE21); and that roller shutters should be of an open grille type (saved Policy BE22).

2.11 More general Local Plan policies relating to Design and Enhancing Local Identity (Policy 10 of the Aligned Core Strategy); Green Infrastructure, Parks and Open Space (Policy 16 of the Aligned Core Strategy); and the Siting of Telecommunications Equipment (saved Policy BE18 of the 2005 Local Plan) are also relevant with respect to any new development in the Conservation Area.
2.12 The Time and Place Plan sets out a strategy for the good management and development of the City Centre as a place to shop, work and play. The Plan divides the centre into 5 parts and identifies priorities for each. The Nottingham Canal Conservation Area is mainly contained within the ‘Canal Quarter’ which is expected to make a major contribution to employment creation and economic growth in the city in the coming years. These objectives will be pursued through redeveloping vacant sites, refurbishing notable historic buildings, creating safe and attractive pedestrian links to the Retail Core and diverting traffic along Queens Road away from Collin Street and Canal Street.

3. Planning Applications for New Development
3.1 Within the Conservation Area all proposals for new development must preserve or enhance its character and appearance. The Council will take the opportunity to ensure that all new development makes a positive contribution to the Area and conserves those aspects of the area which contribute to its special character.

3.2 Therefore in order to assess properly the impact of new proposals, the Council will not, other than in exceptional circumstances, accept outline planning applications for any new development in the Conservation Area. All planning applications must be made in full and be accompanied by detailed plans, sections, elevations, tree survey reports and landscaping proposals.

3.3 In addition planning applications for development within the Conservation area must be accompanied by a Design and Access Statement. These statements should clearly set out the design thinking behind an application and its local context, and show that the applicant has thought carefully about how everyone will be able to use the places they want to build.

4. Design Guidelines for New Development
4.1 Whilst there are some limited opportunities for new development within the Conservation Area, there are a number of sites on its periphery which if developed would have an impact on its setting. It is important that any new development on such sites improves the quality and appearance of the Area, and is sympathetic to its established character.

4.2 Proposals for new development will be expected to promote buildings that provide for a range of residential, commercial, leisure and business activities, are of a high quality in their design, use of materials and architectural detailing and which sit sensitively in relation to neighbouring buildings and give an appropriate rhythm to the adjoining streets and places. New buildings must also be sustainable in their construction and energy usage.

4.3 In particular, new developments should be carefully designed having regard to the physical scale, massing and building form of the local context. The Area offers the potential for a range of development with primarily commercial, medium to high density developments to the east of Wilford Street close to the
City centre, and low to medium commercial and residential developments to the west of Wilford Street away from the City centre. Design and access statements will need to provide a considered analysis of the impact of new buildings on the local context and any important views.

4.5 Existing trees and boundary walls, where they make a contribution to the visual amenities of the Area, should be retained wherever possible.

5. **Shop Fronts**

5.1 There are a number of longstanding commercial properties in the Conservation Area with surviving traditional shop fronts, particularly along Carrington Street. These shop fronts are considered to make a positive contribution to the character and appearance of the Area, and any future development proposals affecting these properties should make provision for their retention. The repair and/or reinstatement of traditional shopfronts and other architectural features will be strongly encouraged where these have been lost.

5.2 Any new shop fronts will be expected to be designed so as to be sympathetic to the architectural character of the area, reflecting traditional designs if appropriate and avoiding oversized fascias and a proliferation of advertising signage.

6. **Retention of Key Views**

6.1 The Conservation Area Appraisal identifies a number of key views through the Canal Conservation Area, particularly those towards the Castle and the Council House dome.

6.2 These key views make a positive contribution to the character of the Conservation Area and connect it with important landmarks within the City. Any development proposals within the Conservation Area must ensure that these views are maintained, any intrusive development proposals will be resisted.

7. **Extensions to Existing Properties**

7.1 There are a number of residential properties within the Conservation Area, many of which are traditional terraced and semi-detached properties, and where planning permission is required for alterations and extensions to these existing properties, such proposals will be assessed having regard to their impact on the character and appearance of the Conservation Area.

7.2 In some cases individual householders are able to extend their properties to a limited degree without requiring planning permission under the provisions of the General Permitted Development Order (GPDO). However the provisions of the GPDO are quite complex and do not apply to flatted accommodation and it is always best to consult with the Planning Applications and Advice service before embarking on any work.

7.3 The provisions of the General Permitted Development Order (GPDO) that determine whether planning permission is required or not are quite complex and
it is always best to consult with the Government’s online ‘Planning Portal’ (http://www.planningportal.gov.uk/permission/) service before embarking on any work. In summary, the GDPO allows some small-scale alterations and extensions to be carried out to dwellinghouses within Conservation Areas without the need for planning permission.

7.4 The erection of any ancillary buildings (such as sheds, greenhouses and garages) exceeding 2.5 metres in height to the eaves and 4 metres overall require planning permission. Within Conservation Areas any ancillary building positioned to the side of an existing property also need planning permission. Any such buildings are treated as enlargements to the original dwelling for the purposes of calculating the maximum permitted development allowance for any other extensions.

7.5 It is therefore likely that most extensions and ancillary buildings will need planning permission and since they can be detrimental to the appearance of their host buildings, either because of their position on the building, their size or design, the Council will seek to ensure that all extensions respect the form, fabric, setting, character and appearance of the principal building. Extensions must be modest in size, sub-ordinate in scale and appearance to the original building, leaving it visually distinct and dominant over any subsequent additions.

7.6 The Council will also seek to resist extensions that are overly large, in comparison to the existing building, in a prominent location, or are otherwise detrimental to the character and appearance of the Conservation Area. A few of the properties in the Conservation Area are semi-detached and are separated from their neighbouring property by an open break. These gaps make a positive contribution to the open and visual character and appearance of the Conservation Area. Therefore, proposals to extend properties where that would result in the infilling of important open spaces between neighbouring properties, adversely affecting their setting to the detriment of the character and appearance of the Conservation Area, will be resisted.

8. Sustainable Development
8.1 The Council is committed to more sustainable development particularly through the provision of renewable energy in regeneration and development proposals. It is now the Council’s policy that all major development proposals (that is development over 1,000 square metres) should provide at least 10% of their energy use from renewable or low-carbon sources and all planning applications for major development proposals must be accompanied by an Energy Statement explaining how that target will be achieved. Policy 1: Climate Change of the Aligned Core Strategy sets out the key role that the planning process and development will play in mitigating against and adapting to the effects of climate change.

8.2 It is recognised that the installation of small-scale, renewable technologies (‘micro renewables’) to harness solar or wind power could have a potentially adverse and significant impact on the character and appearance of the Conservation Area. In certain circumstances the installation of such micro renewables requires planning permission, listed building consent, and Building
Regulations approval. There is a need to strike a balance between the protection of the Area’s character and appearance and the adoption of renewable technologies and in assessing applications for such installations the Council will seek to ensure that these are not prominent within the street scene, so as to minimise their visual impact. In the case of any new developments in the Conservation Area, the Council will seek to ensure that sustainable measures are built into the design from the outset so that they form an integral part of the development’s overall design and appearance.

9. **Demolition of Unlisted Buildings and Structures**

9.1 Planning Permission is required to demolish unlisted buildings (with a volume over 115 metres cubed) and boundary treatments in the Conservation Area, and there is an overall policy presumption in favour of retaining buildings and structures that make a positive contribution to the character and appearance of the Conservation Area as identified by the Conservation Area Appraisal.

9.2 The Canal Conservation Area has an extensive range of surviving Victorian and Edwardian buildings, which are associated with the original development of the Area. It is considered that the overall quality of these buildings and their collective value make a positive contribution to the Conservation Area, both within the street scene and in the context of the historical development of the Area.

9.3 Therefore any applications for Planning Permission to demolish traditional historic buildings will need to be fully justified against the criteria set out in paragraph 133 of the NPPF and any replacement buildings will be required to positively enhance the character or appearance of the Area.

9.4 It is recognised that a number of properties in the Area do make a negative or neutral contribution, these are principally those buildings added in the last 50 years, and in principle there would be no objection to their demolition and replacement with buildings which positively enhance the character and appearance of the Conservation Area. Buildings in this category are identified on the Townscape Appraisal map in Appendix 1.

10. **Family Accommodation and the Conversion of Existing Buildings**

10.1 It is the Council’s policy to prevent the loss of family housing in the first instance and to support the provision of family housing in new developments.

10.2 However, many houses in the Conservation Area have already been subdivided into flatted accommodation resulting in the loss of family housing. Such changes can affect the balance of a local community and bring about increased demands for on-site car parking and bin storage, often with a significant detrimental impact on the character and appearance of the Conservation Area.

10.3 Therefore proposals for the change of use of existing residential properties to flatted accommodation will be resisted where they would result in the loss of single-family accommodation unless it can be demonstrated that the existing property is no longer suitable for single-family accommodation. Where justified,
such conversion schemes must make provision for larger flats suitable for occupation by families as opposed to single-bedroom flats.

10.4 In addition, since 11th March 2012 an Article 4 Direction has been in force within the Nottingham City Council area which means that planning permission is now required to convert a family dwelling (use class C3) to a house in multiple occupation shared by 3-6 unrelated individuals (use class C4).

10.5 The Conservation Area also has a number of former commercial buildings that may lend themselves to conversion to flatted accommodation where the original use is no longer viable. Such proposals will generally be supported subject to the criteria set out in saved Policy E4 of the Local Plan (2005). Conversions of former commercial buildings to residential flats should provide a mix of units, including provision for larger flats suitable for family occupation. Early discussion with the planning authority is recommended in respect of the land use mix.

10.5 Schemes for conversions to flats will also be rigorously assessed against the criteria for new development, including the provision for active street frontages to provide natural surveillance, protecting the existing amenity of any adjoining residents and adequate and accessible car and cycle parking and refuse storage, provided in suitable locations on site that are generally screened from public view so as not to adversely affect the character or appearance of the Conservation Area.

11. **Car Parking in New Developments**

11.1 The Conservation Area provides a sustainable location for new development, being in close proximity to the range of retailing, leisure and employment opportunities offered by the City centre and having easy access to a range of public transport options. The Council will therefore adopt a flexible approach to the provision of car parking, seeking no more than the minimum level necessary within any new development in the Area.

11.2 Where car parking is provided, it should be located in unobtrusive locations away from street frontages so as to avoid inactive frontages at ground floor level, such as within screened courtyards or within basements. The entrances to any car parking areas should be restricted to secondary frontages and be designed as an integral part of the building and the surface at the entrance should be demarcated by traditional materials, such as granite setts.

12. **Satellite Dishes and Other Antennae**

12.1 The widespread erection of satellite dishes and other telecommunication equipment on buildings can have a detrimental impact on the appearance of the Conservation Area. In conservation areas, planning permission is required to fix satellite dishes and other antennae onto any walls, roofs or chimneys of buildings or other structures that face onto and are visible from a road.

12.2 In assessing such applications consideration will be given to the visual impact on the property and the Conservation Area as a whole but there will be a
presumption that, other than in exceptional circumstances, antennae will not allowed in prominent locations.

12.3 New satellite dishes should blend with their surroundings by, for example, using dark dishes against brick and lighter colour dishes against render or stone. In the case of any new flat developments in the Conservation Area, the Council will encourage the installation of communal aerials or satellite dishes so that they form an integral part of the development’s overall design and appearance and reduce unnecessary clutter.

12.4 Where it is considered expedient to protect the character and appearance of the Conservation Area, the Council will pursue enforcement action to secure the removal of satellite dishes and other antennae erected in prominent locations without the benefit of planning permission.

13. Derelict And Long Term Vacant Buildings
13.1 The Council has a strategy in place to deal with derelict and long-term vacant houses (that is empty for more than six months).

13.2 Derelict and vacant houses in a conservation area can attract anti-social behaviour and harm both the appearance and the amenities of the area. The presence of vacant dwellings can also undermine confidence in the area, which in the long term does not serve to preserve or enhance the conservation area.

13.3 The Council’s strategy seeks to identify both derelict and long-term vacant properties and, in the first instance, to encourage the owner to take action to secure the re-occupation of the property but if this is not successful the Council will initiate more formal action to bring a property back into use.

13.4 Therefore in reviewing, and monitoring any changes, in the Conservation Area, vacant properties will be identified and referred to the Council’s Empty Homes Officer to trigger discussions with the owner of the property over its future occupation. Once identified, vacant properties will be subject to the appropriate action necessary to secure their re-occupation and it will be made clear to an owner of a vacant property that doing nothing to bring about its re-occupation is not an option.

13.5 The condition of vacant non-residential buildings within the area will be monitored and appropriate action will be taken where these harm the visual amenity of the area and/or pose a threat to health and safety.

14. Archaeological Constraints
14.1 The eastern section of the Conservation Area falls within a defined archaeological constraints area. Saved Policy BE17 of the Local Plan seeks to protect archaeological resources of local significance and saved Policy BE16 requires developers to submit an archaeological assessment of their site to identify the potential archaeological resource and to show how any such resources will be preserved.
14.3 Any planning proposals within the constraints area will need to be accompanied by an archaeological desk based assessment which should make an assessment of the archaeological potential of the site and, if appropriate, show how any archaeological resources will be preserved on site or how they can be fully investigated and recorded before their removal.

15. **Open Spaces and Biodiversity**

15.1 There is limited public open space in the Conservation Area, this largely being restricted to the canal towpath, which makes an essential contribution to the character and appearance of the Conservation Area.

15.2 To protect the amenity value of the canal towpath and the security of people using it, any new development alongside the canal will be expected to provide active frontages that provide natural surveillance and incorporate suitable landscaping proposals. Canal-side developments are also expected to make provision for public access between the canal and the existing highway network where appropriate. Opportunities will also be taken in the planning and maintenance of land and buildings to add to the biodiversity of the Area through appropriate landscaping works.

16. **Trees**

16.1 Trees, due to their relative scarcity, make an important contribution to the character and appearance of the Conservation Area and trees within the Area are protected. Anyone proposing to carry out work to any tree(s) (such as cutting down, topping or lopping) must give at least 6 weeks written notice to the Council. The Council will generally resist harmful or unnecessary works to trees within the Conservation Area through the use of Tree Preservation Orders.

16.2 To understand and minimise the impact of any new buildings on established trees, the Council will require developers to provide a tree survey report prepared by approved arboricultural consultants in accordance with the latest British Standard for tree work. New buildings will not be permitted in close proximity to important trees, but will be required to respect the recommended distances from the trees. In order to increase the stock of trees in the Conservation Area, planting opportunities will be assessed in future developments where space permits.

16.3 Further guidance for developers is contained in ‘Trees in Development Sites’ published by the City Council.

17. **Streetscape and Street Trees**

17.1 An integral part of the regeneration of the Area is the creation of a high quality and secure public realm. The Council has now adopted a city-wide Streetscape Manual that aims to improve the quality of the streetscape by introducing a clear and consistent approach to the design and installation of streetscape components and surface treatments. New hard landscaping schemes must have particular regard to the historic character of the Area.
19.2 Nottingham City Council will also manage essential and appropriate pruning of street trees where health and safety or community safety issues arise and street trees will be replaced, in appropriate locations, following the removal of dead or dying trees.