<table>
<thead>
<tr>
<th>CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATION STREET CONSERVATION AREA CHARACTER APPRAISAL</strong></td>
</tr>
<tr>
<td>1. Introduction</td>
</tr>
<tr>
<td>2. Key Characteristics</td>
</tr>
<tr>
<td>3. Key Issues</td>
</tr>
<tr>
<td>4. Location, Landscape Setting and Topography</td>
</tr>
<tr>
<td>5. Historic Development</td>
</tr>
<tr>
<td>6. Archaeology</td>
</tr>
<tr>
<td>7. Plan Form and Layout</td>
</tr>
<tr>
<td>8. Landmarks, Focal Points and Views</td>
</tr>
<tr>
<td>9. Public Realm and Boundary Treatments</td>
</tr>
<tr>
<td>11. Architectural Styles and Details</td>
</tr>
<tr>
<td>12. Listed Buildings</td>
</tr>
<tr>
<td>13. Character Areas</td>
</tr>
<tr>
<td>14. Negative Factors</td>
</tr>
<tr>
<td>15. General Condition</td>
</tr>
<tr>
<td><strong>STATION CONSERVATION AREA MANAGEMENT PLAN</strong></td>
</tr>
<tr>
<td>1. Introduction</td>
</tr>
<tr>
<td>2. Planning and Policy Context</td>
</tr>
<tr>
<td>3. Planning Applications for New Development</td>
</tr>
<tr>
<td>4. Design Guidelines for New Development</td>
</tr>
<tr>
<td>5. Sustainable Development</td>
</tr>
<tr>
<td>6. Unlisted Buildings in the Conservation Area</td>
</tr>
<tr>
<td>7. Conversion of Existing Buildings</td>
</tr>
<tr>
<td>8. Car Parking in New Developments</td>
</tr>
<tr>
<td>9. Satellite Dishes and Other Antennae</td>
</tr>
<tr>
<td>10. Retention of Key Views</td>
</tr>
<tr>
<td>11. Trees</td>
</tr>
<tr>
<td>12. Archaeological Constraints</td>
</tr>
<tr>
<td>13. Open Spaces, Biodiversity and Existing Watercourses</td>
</tr>
<tr>
<td>14. Streetscape</td>
</tr>
</tbody>
</table>
1. Introduction

The Station Conservation Area was first designated in May 1990. It covers an area of about 13.2 ha (32.5 acres) of relatively flat land on the southern edge of Nottingham City centre and is often the first point of contact for visitors arriving by train into the City.

The Conservation Area boundary has been drawn to include the whole of the railway station complex and much of the industrial and commercial facilities that grew alongside it in the nineteenth and early twentieth century. Whilst the preservation and enhancement of the Area’s historic environment is particularly important, the Conservation Area lies within the Southern Gateway Regeneration Area and close to the Meadows, which offers the opportunity to promote regeneration and development initiatives in the Area.

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 Grade II* listed Midland Station complex is the central heart of the Conservation Area. Its terracotta Edwardian Baroque frontage is the area’s focal point and its most recognisable landmark.
- To the north and south of the Station the buildings are on an industrial scale with large footprints and 5 or more storeys.
- 19th and early 20th century commercial buildings with decorative brick, ashlar and stucco facades on Carrington Street/Arkwright Street and the western end of Station Street are on a smaller scale of typically 3-4 storeys.
- The Area has a very urban feel with buildings positioned close together along the back of the footways.
- The new tram bridge constructed over the station platforms follows the course of the former Great Central Railway line.
- Canalised water courses surround the Area on three sides - the Nottingham Canal runs to the north and east and the Tinker’s Leen to the south. The Canal towpath and verge provide the only real relief from the urbanised surroundings.
- The bustling feel of the area stems from the diverse mix of uses which include: a transport interchange, residential apartments, hotels, offices, retail units, restaurants, self storage units, courts, medical facilities, car parking, a police station and the City Council’s headquarters.
3. **Key Issues**

- Late 20th century buildings such as the Social Security buildings on Station Street fail to reflect the character and scale of earlier development.
- Vacant buildings and upper floors have fallen into disrepair from a lack of routine maintenance and neglect.
- Large areas of vacant land towards the east end of the Station and along Queens Road have a negative impact on the character of the area and represent opportunities for sympathetic new development schemes.
- The open arches of the Great Central Railway Viaduct are underutilised and create a dead street frontage along the west side of Trent Street.
- Heavy traffic flow and a proliferation of standardised street furniture, and signage.
- Advert hoardings and fly posting along London Road harm the overall appearance of the area.
- Way finding between the Station and the City Centre is difficult for those who are unfamiliar with Nottingham.

4. **Location, Landscape Setting and Topography**

The Conservation Area occupies an area of relatively flat, low lying land to the south of the historic City centre. Its lowest points are the channels of the Nottingham Canal and Tinkers Leen which sit below the modern day street levels. Both Carrington Street and London Road are artificially raised to bridge the railway lines and the ground therefore rises gently at the western and eastern ends of Queens Road and Station Street.

To the north-west the Conservation Area abuts and is historically and functionally linked to the adjoining Canal Conservation Area.

The landscape of the Area is very much urban and built-up. The principal area of public open space is the towpath and verge alongside the Canal, which makes a positive contribution to the visual amenities of the Area.

5. **Historic development**

Until the mid 19th century the land contained within the boundaries of the Station Conservation Area formed part of the West Croft to the south of the medieval town and was mostly open fields. The expansion of the medieval town had been restricted by the surrounding private estates and the Nottingham Corporation who were reluctant to release their land for new development. However, following the reform of municipal government in the mid-nineteenth century, the new Corporation obtained approval for the enclosure of the West Croft along with other common fields at Burton Leys (Trinity Square) and Lammas Fields (Wellington Circus) in 1839.
George Sanderson’s map of 1835 shows the layout of the fields to the south of Nottingham just 4 years before their enclosure heralded the arrival of the first railway line. By this time the Nottingham Canal had been operating for 39 years as the sole means of transporting goods in bulk to the city. The indicative position of the current Conservation Area Boundary is shown by the red line.

By this time the Nottingham Canal, which was fully opened between the River Trent and the Cromford Canal in 1796 and provided an important link to the coalfields of east Nottinghamshire and Derbyshire, had already traversed the West Croft. Along with the canal, new wharfs and warehouses were developed and Salmon’s 1862 map of Nottingham shows an intensely developed area with small, tightly spaced buildings running down to the canal from Canal Street. By 1915 this whole area had changed and most of these early canal-side buildings had disappeared following the demise of the canal trade and the construction of massive railway viaducts leading to Nottingham Victoria station.

The enclosure of the West Croft was vital for the arrival of the railway into Nottingham, which was supported by the Nottinghamshire and Derbyshire colliery owners as a means of transporting coal into Nottingham. The Midland Railway Company (MR) was the first company to arrive in Nottingham when it opened a terminus station for its line from Derby in 1839 on the west side of Carrington Street. With the arrival of the railway, the Nottingham Corporation extended Carrington Street south from Canal Street, to link the station to the town centre, and constructed Station Street, to link the station with London Road, which was the main route from the south into the town, and Queen’s Road to commemorate a visit by Queen Victoria. The basic road network of the Area was thus established at an early stage, setting the framework for the Area’s future development.

The first terminus station quickly became obsolete as the railway network was expanded with the construction of through routes to Newark and Lincoln, and it was replaced in 1848 by a new, through station, built on a site between Station Street (opposite the present Nottingham City Council offices (Loxley House)) and the West Croft arm of the canal, which ran between Station Street and Queen’s Road. The MR was given approval in 1869 to purchase and in-fill the redundant Westcroft Canal which allowed the southerly expansion of the station with the addition of a third platform and new goods tracks.
Salmon’s map of 1862 shows the second Midland Station (1848) fronting onto Station Street. Immediately to the west and south is the West Croft branch of the Canal which was filled-in to allow for the railway’s expansion in 1869. The position of the short lived 1839 station on the west side of Carrington Street is now occupied by the Goods Station.

The site of the original terminus station was occupied by the goods station whose two storey Italianate style offices were constructed in 1875. The only surviving elements of the terminus station are the gate piers that now frame the entrance to the Canal towpath and the Magistrate’s Courts.

As the number of routes served by the MR station increased and new competition arrived in the form of the Great Central Railway (GCR), the MR replaced their outdated Station Street station with a new, larger and much grander railway station fronting Carrington Street in 1904. Heavily influenced by progressive American station design, the new building’s port cochere and booking hall were constructed on a bridge straddling the tracks below.

Between 1897 and 1900 the GCR line built a girder truss bridge (now demolished) over the Midland station and a brick viaduct alongside Trent Street to access its new Victoria Station. In constructing the present station, buildings on platform 4/5 were built around the piers of the GCR bridges.

Extensive development of the West Croft followed its enclosure and the arrival of the railway. The area was first developed for a mixture of housing and industry but the houses were quite quickly replaced by commercial developments. The 1881 Ordnance Survey map shows areas of small terraced housing interspersed with factories on the land north of Station Street and along Queen’s Road, the most notable being four parallel terraces built between Queen’s Road and the West Croft Canal, named Queen’s Terrace, Arthur Place, Victoria Place and Albert Place after Queen Victoria and her family. By 1915, these had been lost to the new station development and by 1955
the final remnants of housing to the north of Station Street had been replaced by factories.

The cheap coal brought by the railways and the development of steam engines to drive machinery, changed the local hosiery industry from a domestic to a factory based industry and hosiery factories were soon built on the West Croft. The first steam-powered factory in Nottingham was built in 1851 by Hine and Mundella on Station Street at its junction with Trent Street, on the site of the present Loxley House. Salmon’s Map of 1862 also shows the two large lace factories, the Meadows Mill, designed by T. C. Hine, and the Hicking Pentecost works, on Queen’s Road, both of which still survive.

As well as the lace industry, the 1915 Ordnance Survey map shows the emergence of the Boots company. The former Hine and Mundella building is notated as a ‘drug stores’ along with buildings at the east end of Station Street.

The Ordnance Survey map of 1915 shows the third Midland Station. Note how the expansion of the Station has led to the demise of the terraced streets on the north side of Queens Road and the presence of Boots the Chemist’s ‘Drug Stores’ on the north side of Station Street.

The twenty first century has seen a period of rapid change in the Conservation Area’s development. On Station Street the former Boots Print Works were converted for office use by Capital One and a contemporary office extension (Loxley House) completed alongside in 2003. Further development on Station Street saw the construction of a mixed use office, apartment and hotel complex at the corner with London Road (Waterfront Plaza). On Queens Road the Hicking building was extended and converted
for use as residential apartments and the Picture Works apartment building developed on the site west of Meadows Mill, itself converted to self storage units.

Above left: The Hicking Building has been converted and extended for use as residential apartments. Above right: the mid 19th century Meadow’s Mill designed by prominent local architect T C Hine is now used as self storage units.

The Station itself has also undergone its most significant transformation since its construction in 1904. A new multi storey car park on Queens Road was followed by the development of the Nottingham Hub project in 2013/2014. This heritage led scheme has seen a comprehensive refurbishment of the historic station buildings, the addition of a new South Concourse providing a direct link to the expanded tram network and the construction of the Karlsruhe Friendship Bridge which carries the new tram lines along the route of the former GCR line.

Above left: the new South Concourse building on Queens Road provides an interchange between the 1904 Station and the extended tram network. Above right: the new multi storey car park on Queens Road.

6. Archaeology

An Archaeological Constraints Area (ACA), as identified by the saved Nottingham Local Plan (2005) Policy BE16, runs along the southern edge of the canal and south along the London Road frontage. An ACA identifies those areas where there is likely to be a high incidence of finding below ground archaeology or caves. Given that the defined ACA skirts around the fringe of the Conservation Area, the archaeological significance of the
Area is considered to be low and the requirements of Policy BE16 are unlikely to apply to most new development in the Area.

7. Plan form and layout

The Conservation Area is roughly rectangular in plan form, with the Midland railway station and its immediate environs at its centre, the Area extends to: the Nottingham Canal on its northern boundary; London Road on its eastern boundary; Queen’s Road-Crocus Street on its southern boundary and Carrington Street on its western boundary.

The historical development and overall plan of the Conservation Area has been determined by the underlying transport infrastructure of the canal, railway lines and major roads, and the route of the Tinker’s Leen flowing between Crocus Street and Queen’s Road. These have established a series of large, linear urban blocks on a predominantly east-west axis.

![Image of Nottingham Canal and Tinker's Leen](image)

Above: The Nottingham Canal (left) and the Tinker's Leen (right) run in an east-west orientation along the northern and southern boundaries of the Conservation Area respectively.

Within this basic framework, the Area’s built form is largely defined by a range of industrial and commercial buildings that are typically built up to the back edge of the footpath. This traditional form of development has created a distinctive sense of scale and enclosure, which is in marked contrast to the relatively low, single and two storey buildings associated with the expanse of the station platforms.

The largest buildings within the Area generally occupy the whole or significant parts of the urban blocks and have long street frontages with a well-defined horizontal emphasis. Victorian warehouses and factories on Queen’s Road are mirrored on the opposite side of the station by such modern buildings as the Capital One office complex, the Waterfront Plaza and Jury’s Inn hotel on Station Street.
There are also groups of 19th and early 20th century commercial buildings of diverse design and appearance. These are on a smaller scale, but retain the urbanized grain of development up to the back edge of the footpath. Such development is limited to Carrington Street/Arkwright Street and the part of Station Street to the west of Trent Street.

Above: the junction of Station Street and Carrington Street. A lively and attractive street scene is created by the dense urban grain and the variety of architectural styles displayed by late 19th and early 20th century buildings (note: the two red brick buildings on the left of the picture are located within the neighbouring Canal Conservation Area).
8. Landmarks, Focal Points and Views

The area’s only major focal point is the porte-cochere and clock tower of Nottingham Station. This dominates the streetscene on Carrington Street and is visible from many vantage points, both within the City Centre, such as from the Castle, Queen’s Walk and Maid Marian Way and from the wider Trent plain vista.

Above: The Station’s Edwardian Baroque porte-cochere and clock tower are the area’s key landmark and focal point.

Key views and glimpses within, into and out of the Conservation Area are shown on the townscape appraisal map at Appendix 1. Views within the Area tend to be linear in character as they follow the lines of the canal, the railway and the major roads and are largely restricted by the topography of the area and the scale of buildings.

The principal views along Station Street and Queens Road take the form of long and often unbalanced street vistas where one side of the street is built-up in contrast to the station side which is relatively low and open. The local topography provides some attractive distant views and glimpses, such as those of the Lace Market to the north, Green’s Mill and St. Stephen’s church tower to the east and Nottingham Castle to the north-west.

Above left: the view to the west end of Queens road is channelled by its tall buildings. Above right: the unbalanced vista along Station Street as seen from London Road; tall office buildings on the north side contrast with the low rise buildings of the Station to the south.
Views to the north of the Lace Market cliff and the distinctive towers of St Mary’s Church and the former Unitarian Chapel provide a dramatic prospect in glimpses from Trent Street, the Canal and London Road. The view southwards along Arkwright Street is framed by the gateway of the former Midland Bank (1 Arkwright Street) and the former Queens Hotel. From London Road there are wide views to the West over the Trent Valley which are interrupted by the buildings of Eastcroft Depot and the Former Great Northern Station (now Virgin Active Health Club). To the north west Green’s Mill and the tower of St Stephen’s Church are visible on the higher ground of the Sneinton ridge.

Above left: The tower of St Mary’s Church in the lace Market glimpsed between the Waterfront Plaza buildings on Station Street. Above right: the vista along Trent Street frames a view of the Lace Market Cliff and the spire of the former Unitarian Chapel on High Pavement.

9. Public Realm and Boundary Treatments

While Carrington Street has Yorkstone pavements with pink granite kerb stones, the majority of footways within the Conservation Area are currently surfaced in tarmac or concrete slabs with concrete kerbs. There are also some fragments of historic granite setts surviving in an alley-way off Carrington Street and in the courtyard at the rear of Station House on Crocus Street. The public realm along the canal is noticeably different in character to the rest of the Conservation Area and offers the only real relief from the urbanised environment. The towpath is paved in concrete setts, but the canal has retained its sandstone block edging and a grass verge, small trees and formal planting provide some much needed greenery.

Streetscape improvements and pavement widening in front of the Station have resulted in enhancement of the local environment. The regeneration of the Southern Gateway area will offer further opportunities for public realm enhancements. These are discussed in more detail in the Conservation Area Management Plan.
Above from left to right: York stone paving and pink granite kerb stones along Carrington Street; historic granite setts in an alleyway off Carrington Street; grass verge and trees alongside the canal towpath between the Trent Street and Carrington Street bridges.

There are few examples of historic boundary walls or railings due to the characteristic pattern of building to the edge of the pavement without any front areas. The notable exceptions include the wrought iron railings, gates and gate piers at the Queen’s Road entrance to the Station, railings and brick piers at the British Transport Police Station on Queens Road, decorative ironwork and stone piers along the frontage of the former Railway Goods Office on Carrington Street and the brick boundary wall on the south side of Station Street.

Above from left to right: sandstone piers and decorative ironwork at the Railway Goods Office; Art Nouveau gates in one of the station porte-cochere arches; brick piers and wrought iron railings at the British Transport Police Station on Queens Road.

10. Building Materials

The quality and narrow range of materials is a significant feature of many of the older buildings within the Conservation Area. Red brick, laid in a Flemish or English bond dominates the townscape, with stone, terracotta and granite widely used to provide decorative flourishes such as window surrounds, columns, string courses, door cases and cornices. The most striking exceptions to this trend are the Baroque terracotta work of the Station, the embellished stucco render of the former Queen’s Hotel (2 Arkwright Street) and the banded sandstone façade of the former Railway Goods Office. Roofs in the area are generally covered with Welsh slate although the station’s porte-cochère,
booking hall and platform canopy roofs make extensive use of glass. Windows on the smaller buildings are traditional timber sashes or casements while the larger scale industrial buildings make extensive use of metal framed casements.

Post war developments in the area have introduced new materials. The most successful are the 1950s Trent House (formerly Boots Printing Works) faced with Portland stone, and Loxley House (completed 2003) which has extensive glazed walls allowing views into the building and grey metal and cream terracotta cladding.

11. Architectural Styles and Details

The Conservation Area is characterised by a wide and eclectic range of architectural styles typical of the mid to late 19th, early 20th and 21st centuries. Buildings within the area that make a positive contribution to the area’s special architectural and historic character have been highlighted on the townscape appraisal map in appendix 1.

The oldest buildings in the area dating from the mid to late 19th century are typical of Victorian industrial architecture with monumental brick facades containing ranges of arched brick windows and punctuated by occasional classical details such as moulded cornices, pediments and doorcases.
Above: the Hicking lace factory of 1873 (left) and Station House on Crocus Street (right). Both have a strong horizontal rhythm of arched windows and restrained architectural detailing such as classical accents in ashlar and dentil brick string courses.

A small number of Victorian Neo-classical and Italianate, buildings from the same period also survive. These are of a smaller scale and are constructed of red brick, sometimes rendered in Stucco or faced in ashlar. Ornamentation is provided by sandstone, granite or moulded plaster dressings in the form of cornices, sill bands, window surrounds, pilasters and doorcases. Windows are either timber sashes (in a variety of styles) or timber cross mullioned casements.

Above: The former Railway Goods Office (left) and the Queens Hotel, 2 Arkwright Street (right).

Edwardian Baroque and Renaissance Revival style buildings typify the early 20th century development of the Conservation Area. These make extensive use of terracotta, granite and sandstone dressings to create ornate facades of rusticated pilasters, pediments, mullioned windows, coped gables, modillion cornices and balustrade parapets.
Above: the Renaissance Revival architecture of the Bentinck Hotel (left) and 111 Carrington Street (right) is characterised by a freedom of expression which is neither strictly Classical nor Gothic in style. Ashlar, terracotta and granite dressings add interest to the facades and features such as the coped gables, chimney stacks, corner tower and cupola create a dramatic roof line.

Above: the Edwardian Baroque architecture of the Station (left) and 1 Arkwright Street (right). Both buildings have a strong classical form with embellishments such as rustication, engaged ionic columns, swags and cartouches, exaggerated keystones, parapet balustrades and segmental arches.

The former Boots Printing Works completed in 1952 (now Trent House) is the sole example of a daylight factory in the area. The building’s classically proportioned Portland stone and glass façade displays only minimal ornamentation and has a strong horizontal emphasis. Its monumental scale is in stark contrast to the more human scale of the early 20th century buildings at the west end of Station Street.

Later 20th century buildings such as the single storey commercial sheds on the north side of Queens Road and the social security offices on Station Street do not make a positive contribution to the Area’s character.

The turn of the 21st century heralded a rapid influx of contemporary architectural styles both in the form of new office and residential developments and extensions to existing buildings. These have generally respected the historic grain and of development in the Conservation Area, but some are significantly higher in stature than neighbouring
buildings which makes them look somewhat out of scale with their surroundings. They display varying combinations of cladding materials, glazed elements and angular forms.

Above left: the social security offices fail to respect the scale and grain of development on Station Street. Above right: Waterfront Plaza and Jury’s Inn (2006) are now the tallest buildings in the Conservation Area, being significantly taller than the neighbouring Trent House.

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. Consent is required from Nottingham City Council before any works of alteration, extension, or demolition can be carried out to these buildings.

The Station Conservation Area contains 5 entries on the List. Their positions are shown on the townscape appraisal map in Appendix 1. The Midland Railway Station complex is listed Grade II*, while the former Railway Goods Office (now part of the Magistrates Court) on Carrington Street; no. 111 Carrington Street, the Bentinck Hotel and nos. 48-50 Queen’s Road (former Meadows Mill) are all Grade II listed.

13. Character Areas

The Conservation Area can be roughly divided into four character areas. The first (shaded in green on the map below) includes the smaller scale commercial buildings on Carrington Street, Arkwright Street and the west end of Station Street which have a close knit pattern of 3-4 storey buildings with refined and intricate architectural detailing.

The second (shaded purple) is the Station complex which occupies the block enclosed by Carrington Street, Queen’s Road, London Road and Station Street. The oversized scale and Edwardian Baroque style of the Carrington Street frontage provide a grand and opulent entrance, while the 1-2 storey platform buildings, canopies and areas of open space at trackside are of a more intimate low rise character.
This is in contrast to the third (shaded orange) character area which encompasses historic industrial and 21st century buildings with large footprints and 5 or more storeys along Queen’s Road, Crocus Street and the east end of Station Street.

The Nottingham Canal corridor is the fourth (shaded blue) distinctive character area. Whilst its makes a less obvious contribution due to its low lying position, it nevertheless provides an important landscaped route through the south of the City.

14. Negative Factors

Much of the late twentieth century development has failed to reflect the traditional materials, scale and form of the Conservation Area. The Social Security offices on Station Street, for example, are relatively small-scale buildings that lack the visual presence of the traditional buildings in the street scene and have been set back from the edge of the highway leaving an untypical gap in the street frontage.

A number of the buildings in the area are vacant and underused resulting in a lack of activity and liveliness in the appearance of buildings and on the streets. Vacancy is often associated with an overall lack of pedestrian activity and a lack of routine maintenance that can severely threaten the survival of historic buildings. Although the rate of vacancy in the area is being steadily reduced through the refurbishment and reuse of buildings such as the Hicking Building, The Bentinck Hotel and of course the Midland Railway Station, there remain pockets of long term vacancy. Notable examples include Crocus Mill, Station House, 66 London Road, 1A and 1B Arkwright Street, the upper floors at 3-9 Station St, and the Granby Hotel.
Above: The Granby Hotel’s ground floor is still in partial use, but the rest of the building is heavily dilapidated (left). Meadows Mill (grade II listed) on Queens Road is currently in use as self storage units, but the building is suffering from a lack of routine maintenance and has a very run down appearance.

A lack of routine maintenance, general neglect and unsightly alterations have caused a number of historic buildings in the area to become dilapidated making them less attractive to new users and threatening their long term survival.

Above from left to right: the façade render of the Queen's Hotel, Arkwright Street is in very poor condition; 3-9 Station Street has signs of water damage to high level stonework and vegetation is sprouting from the roof; vacancy and inappropriate façade alterations have given 1a and 1b Arkwright Street an unsightly appearance.

The former GCR viaduct along Trent Street (pictured right) now supports the NET tram line, but the large open arches at street level offer very little, other than unsightly views of open storage and large metal utility cabinets. These arches have the potential to be enclosed and re-used for leisure and recreational uses, bringing positive uses and pedestrian activity into an otherwise dead street frontage.
The principal roads running through the Conservation Area (Carrington Street and Queen’s Road in particular) are also subject to considerable amounts of traffic and are furnished with standard street furniture, bus shelters, an a traffic light controlled junction which add to the general clutter in the street scene and do little for the appearance of the Area. However elements of streetscape improvement and pavement widening around the station have already resulted in a more pleasant local environment and plans currently in development for Carrington Street and Station Street offer opportunities for further significant enhancements.

15. General Condition

Today the Area is an active commercial and transport hub as well as an up and coming residential area. Whilst it is currently not considered an affluent part of the City, a number of the area’s large historic buildings such as Trent House and the Hicking building have been converted or refurbished and put to long-term economic uses. The Area has also attracted new development schemes, such as the Jury’s Inn Hotel, Waterfront Plaza and Loxley House on Station Street and the Picture Works development on Queen’s Road.

By far the most influential change in the Area’s fortunes has been the rejuvenation of the Railway Station which will prove instrumental in stimulating the regeneration of the surrounding area. However, despite these reasons for optimism, the condition of many historic buildings in the area remains a real cause for concern. The proportion of historic buildings that are vacant, semi-derelict or in need of urgent repair is unacceptably high and has led to the Conservation Area being added to Historic England’s register of Heritage at Risk. Some large vacant sites with development potential are also contributing to blight the area add to an impression of underachievement. Significant investment is therefore still needed and the area remains in a state of transition.
STATION CONSERVATION AREA MANAGEMENT PLAN

Guidance for preserving and enhancing the character and appearance of the Conservation Area

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 long term vacancy and dereliction, inappropriate alterations to building facades, a lack of routine maintenance and general neglect, a proliferation of street clutter, traffic dominated junctions and vacant sites where buildings have been demolished and not replaced.

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.

_The Nottingham City Centre Time and Place Plan (2014)_

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 Station Conservation Area is 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.

3.4 There are a number of sites within the Conservation Area boundary and in its immediate setting that are vacant or underdeveloped. These tend to have a detrimental impact on the townscape character of the area and give a poor impression of its economic status. Four sites that lie within the Conservation Area boundary are identified on the Townscape Appraisal map in Appendix 1. These are: the arches under the former GCR viaduct on Trent Street; the site on the south side of Station Street at the junction with London Road; the disused car park on the north side of Queens Road and the site at the junction of Queens Road and Summer Leys Lane. It is anticipated that these sites will become available for development in the medium to long term and their sympathetic development will be encouraged in line with good urban design principles.
4. **Design Guidelines for New Development**

4.1 Whilst there are opportunities for new development within the Conservation Area, it is important that any new development 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 to give appropriate rhythm to the streets and places. New buildings must also be are sustainable in their construction and energy usage.

4.3 In particular, new developments should be carefully designed having regard to the physical scale and building form of the local context. The Area offers the potential for medium to high density developments, set close to the back edge of the footpath to reinforce the existing street pattern, with heights that reflect the traditional form of development (generally up to 4 or 5 storeys) but with the potential for higher buildings in the vicinity of the station. Design and access statements will need to provide a considered analysis of the impact of new buildings on the local context and important views, particularly where proposed heights are over 5 storeys.

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

5. **Sustainable Development**

5.1 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.

5.2 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.

6. **Unlisted Buildings in the Conservation Area**

6.1 Planning Permission is required to demolish unlisted buildings (with a volume over 115 metres cubed) and boundary treatments in the Conservation Area. There is an overall policy presumption in favour of retaining buildings and structures that make a positive contribution to its character. These are identified in the first part of this document and the positions of the larger structures are shown on the Townscape Appraisal map in Appendix 1.

6.2 The Station Conservation Area includes a number of surviving Victorian and twentieth century buildings which are associated with the historic development of the Area as a hub of transport and industry. It is considered that the overall quality of these buildings and their collective value make a positive contribution to the character and distinctiveness of the Conservation Area. Unfortunately a significant proportion of these buildings are now in need of significant repairs and investment to keep them in long term sustainable uses and some are in a vacant, semi derelict state. Addressing this issue is a high priority for the City Council and to this end a Townscape Heritage grant scheme for buildings on Carrington Street, Station Street and the north end of Arkwright Street is currently being developed in partnership with the Heritage Lottery Fund. The condition of vacant non-residential buildings outside the grant scheme area will be monitored on a case by case basis and appropriate statutory action will be taken to safeguard them.

6.3 Any applications for Planning Permission to demolish traditional historic buildings will need to be strongly and 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.

6.4 It is recognised that some properties in the Area do have a negative impact on the Area 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.

7. **Conversion of Existing Buildings**

7.1 The conversion of larger former commercial buildings to new commercial and/or residential uses where the original use is no longer viable will be supported subject to the criteria set out in saved **Policy E4** of the Local Plan (2005). However such proposals must make provision for active street frontages to provide natural surveillance, adequate and accessible provision of communal bin storage facilities for all the occupants of the building and any off-street car parking where appropriate, without adversely affecting the character or appearance of the Conservation Area.
7.2 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.

8. **Car Parking in New Developments**

8.1 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. It is therefore not considered a requirement for any car parking to be provided within any new development in the Area.

8.2 Where new 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.

9. **Satellite Dishes and Other Antennae**

9.1 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.

9.2 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.

9.3 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.

9.4 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.

10. **Retention of Key Views**

10.1 The Conservation Area Appraisal and the Nottingham City Centre Urban Design Guide (2009) both identify a number of key views through the Conservation
Area, particularly those towards the station’s porte-cochere and clock tower, St Mary’s Church and the Lace Market cliff.

10.2 These key views make a positive contribution to the character of the Conservation Area and connect these important landmark buildings with their surrounding areas. Any development proposals within the Conservation Area must ensure that these views are maintained, any intrusive development proposals will be resisted.

11. Trees
11.1 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 unnecessary works to trees within the Conservation Area.

11.2 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. New buildings will not be permitted in close proximity to important trees, but will be required to respect the recommended distances from the trees and in order to increase the stock of trees in the Conservation Area, planting opportunities will be assessed in future developments where space permits, such as to provide a new boulevard along Queen’s Road.

12. Archaeological Constraints
12.1 The northern and eastern edges of the Conservation Area along the canal and London Road fall within a defined archaeological constraints area. Saved Policy BE17 of the Local Plan (2005) seeks to protect archaeological resources of local significance and 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.

12.2 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.

13. Open Spaces, Biodiversity and Existing Watercourses
13.1 There is limited public open space in the Conservation Area, this largely being restricted to the canal towpath, which makes an important contribution to its character and appearance. 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. Canalside 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.

13.2 The Tinkers Leen, which runs between Queen’s Road and Crocus Street, is a much neglected but historically important water corridor through the Conservation Area. Development proposals alongside this watercourse should make provision to open out and manage the watercourse as an attractive green corridor, providing a restricted or managed access to a “green walkway” adjacent to the watercourse to improve its overall visual amenity and access to it.

14. Streetscape

14.1 An integral part of the regeneration of the Area is the creation of a high quality and secure public realm. The Council’s City Centre Urban Design Guide (2009) 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 having particular regard to the historic character of an Area. On streets fronted by historic and architecturally distinguished buildings the Guide specifies the use of Yorkstone paving while granite is recommended for prestigious locations and public spaces.

14.2 As part of a new programme of streetscape improvement works in the Southern Gateway Regeneration Area, it is proposed to pedestrianize the stretch of Station Street between Trent Street and Carrington Street. Plans are currently being developed to transform this space with granite paving, a narrowed carriageway, pedestrian friendly shared surfaces at junctions, and space for pavement seating areas and ‘pop-up’ food stalls. This design concept will provide a template for similar improvements to Carrington Street, Canal Street and Collin Street.