

Nottingham local plan

November 2005



Saved Policies



Nottingham
City Council

Preface

Nottingham Local Plan

This Local Plan was adopted by the City Council on 28th November 2005. It therefore became the Statutory Local Plan for the City of Nottingham and provides the basis for decisions related to land use planning in that area.

Following adoption of this Local Plan by Nottingham City Council on 28th November 2005, a High Court Challenge was made. As a result of this challenge, a consent order was issued by the High Court on 20th September 2006. In accordance with Section 287(3B) of the Town and Country Planning Act 1990, this consent order quashed that part of the open space designation of Radford Bridge Allotments shown hatched black on the Proposals Map.

No textual changes are made to the Policy establishing the open space designation or to its supporting text.

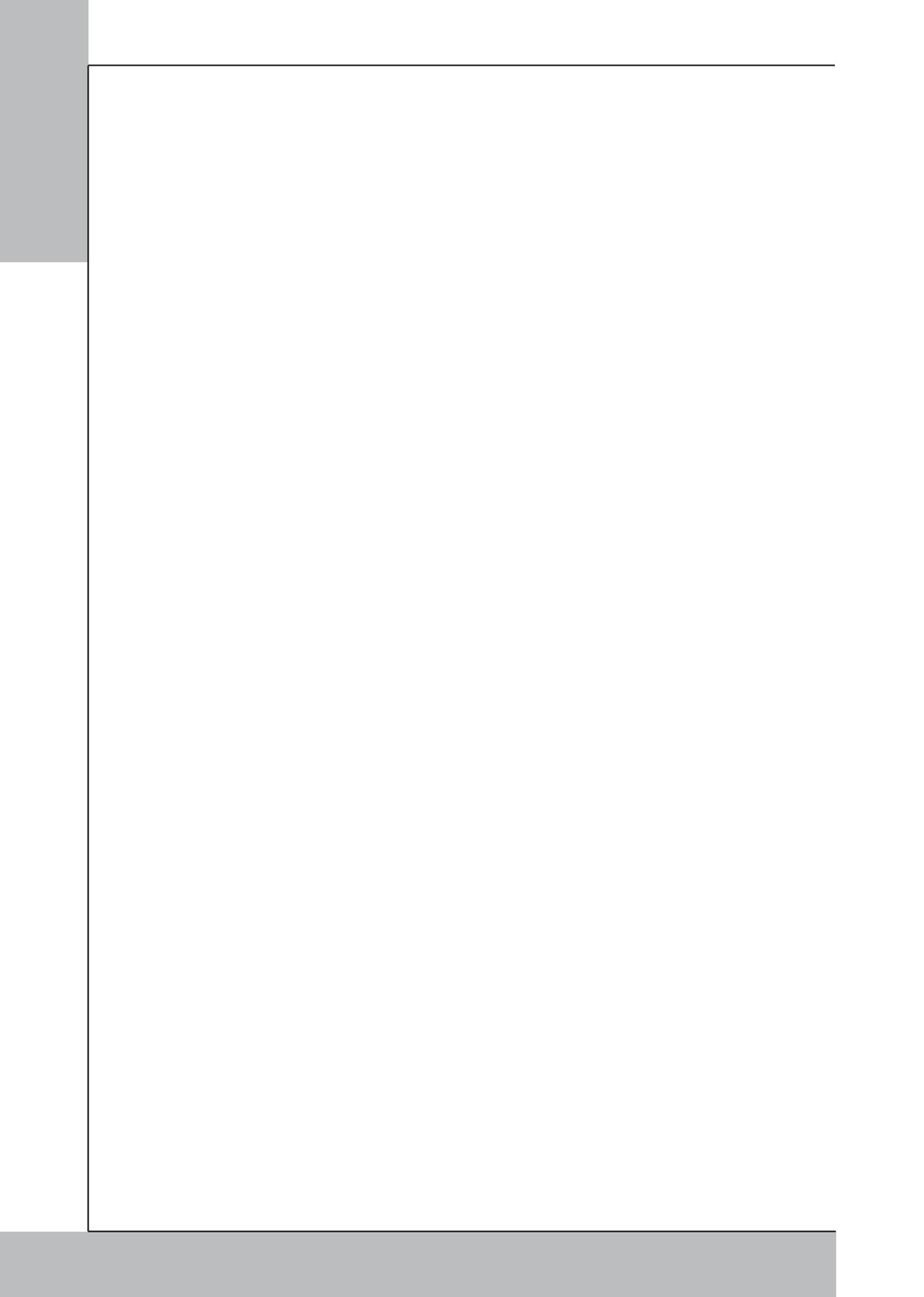
Background information relating to the Plan, in particular supplementary planning guidance, is available separately from the City Development Department, and on the city Council's web site at www.Plan4Nottingham.com

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Introduction

i) This Local Plan sets out the Council's policies and proposals for development and use of land in the City. It is a full replacement of the Nottingham Local Plan adopted in October 1997. It has an end date of 2011, while the 1997 Plan had an end date of 2006 for all matters except housing and employment allocations, which also had an end date of 2011. It has been prepared in the context of the Nottinghamshire Structure Plan (adopted 1996) which covers the period 1991 to 2011. The Plan consists of this document plus the Proposals Map, including the City Centre Inset Map. The base date of the plan is April 2000, but for clarity, sites completed, or substantially completed, at March 2004 have not been included in policies or shown on the Proposals Map.

ii) The purpose of the Local Plan is to:

- provide a clear basis for determining planning applications
- allocate land for development to meet Structure Plan targets ⁽¹⁾
- provide a clear framework for regeneration strategies, including the assembly of land for development
- support wider strategies of the City Council, particularly the Local Transport Plan, the Housing Investment Programme, and the Economic Development Strategy.

iii) The Local Plan was prepared in the context of East Midlands Regional Planning Guidance (RPG8) Jan 2002, and government planning policy guidance notes (PPG's). It has where practicable also had regard to very recent government advice in the form of Planning Policy Statements, and to the Regional Spatial Strategy for the East Midlands (RSS8) which was published in March 2005. However, it was not practicable to reflect the contents of recent planning policy documents after the publication of Proposed Modifications to the Plan and Government advice set out in former PPG12 under transitional arrangements is that at this late stage of the process Local Planning Authorities may opt to adopt the Plan without making further changes and carry out an early review of the document (this will be done as part of preparation of Development Plan Documents under the Planning and Compulsory Purchase Act 2004). There may therefore be references in this document to former PPG's and RPG. It accords closely with the general strategic framework of the Nottinghamshire Structure Plan Review, but also reflects more recent changes in government advice, such as Planning Policy Guidance Note 3 (PPG) 'Housing' and PPG 13 'Transport'. The Urban Task Force Report 'Towards an Urban Renaissance' and the Urban White Paper 'Our Towns and Cities: The Future' have been key elements in the Plan's preparation. It also reflects elements of the National Strategy for Neighbourhood Renewal.

(1) The Local Plan provides for significantly more housing than the adopted Structure Plan (1996). This is due to changes in Government guidance which post-date the adopted Structure Plan, including the preparation of an Urban Capacity Study, and this approach has been agreed with the County Council.

- iv) The Plan is informed by the City's Corporate Plan 'Meeting The Challenge' and other corporate strategies, including the Local Transport Plan, the Housing Investment Programme, the Economic Development Strategy, the City Centre Masterplan, the LA 21 strategy 'Changing Times', the Cultural Strategy, the Nature Conservation Strategy, and the Nottinghamshire Biodiversity Action Plan. It represents a significant contribution to meeting the objectives of the conurbation wide 'Spotlight on Regeneration' prepared by Greater Nottingham Partnership.
- v) The Plan also reflects the City Wide Community Plan. It is informed by, and informs, the nine area-based Community Plans being prepared by the City Council Area Committees.
- vi) New government planning legislation in the form of the Planning and Compulsory Purchase Act 2004 requires Local Plans to be replaced by Local Development Frameworks (LDFs), which include a core strategy, a proposals section, and area action plans. It is intended that every local planning authority should have an LDF in place by 2006. This Local Plan has been prepared with the principles of an LDF in mind in that it takes a strategic approach, has been kept as short as possible, and is focused on key issues. The Local Plan will be saved and will provide the land use policy context for the City area for up to three years following its adoption, pending preparation of the LDF.

Policy background

National and Regional Policy Context

vii) National Planning Policy is expressed through Planning Policy Guidance Notes (PPGs), Planning Policy Statements and Circulars. Changes in government guidance are one of the principal reasons for preparing the new Plan. In particular, guidance on housing development (PPG3), transport (PPG13), and the publication of the Urban White Paper 'Our Towns and Cities: the Future' changed the policy context to such a degree that a review of the adopted Local Plan was required.

viii) Regional Planning Guidance (RPG) for the East Midlands was published in January 2002 and has recently been revised by a Regional Spatial Strategy (RSS) published in March 2005. The policies and proposals of the RPG informed the preparation of policies and proposals in the Nottingham Local Plan. In particular, the aim of achieving sustainable development and ensuring that previously used urban land is developed before other sites are central tenets of this Plan. The emphasis on integrating the various elements of land use and transport development is also key.

Nottinghamshire Structure Plan

ix) The current Structure Plan provides the strategic framework for the Local Plan, but supplemented and informed as necessary by more recent changes in government guidance and regional planning guidance (especially in terms of housing and concentrating development in urban areas). A review of the Structure Plan is well underway - this will be a joint Structure Plan, prepared in partnership by the City and County Councils. The Report of the Examination in Public Panel was received by the two authorities in October 2004. Once the new Structure Plan has been adopted, it will be 'saved' until Regional Spatial Strategy Revisions are published by the

Secretary of State which replace its policies in whole or in part, and will provide part of the context for preparation of the LDF.

Other Local Plans

x) Apart from the adopted Nottingham Local Plan, two other Local Plans currently cover the Nottingham Area, and are therefore part of the Development Plan for Nottingham City. These are the jointly prepared Nottinghamshire and Nottingham Waste Local Plan (adopted in January 2002), and the Nottinghamshire Minerals Local Plan (adopted 1997), which will be superseded for the Nottingham Area on the adoption of this Local Plan.

Preparing the Plan

xi) The City Council is required by legislation (the Planning and Compulsory Purchase Act 2004) to prepare and maintain an up to date development plan. The transitional arrangements set out in the Act for adopting and saving a Local Plan prepared under the previous arrangements are set out in PPS12 'Local Development Frameworks'.

xii) An Issues Report was published in August 2000 as the first stage in reviewing the Nottingham Local Plan. This identified the main matters and choices which the Local Plan will need to resolve in Nottingham. Comments received during the consultation period were considered in writing the Deposit Draft. The Deposit Local Plan was placed 'on deposit' for a period of six weeks, from 2nd September to 12th October 2001.

xiii) Representations received during the initial deposit period were considered by the City Council, and subsequently the Nottingham Local Plan Review, Revised Deposit Draft, was placed on deposit from 17th January 2003 until 28th February 2003.

xiv) Outstanding objections from the initial deposit draft Plan, and objections to the changes in the Revised Deposit Plan were considered at a public inquiry in late 2003/early 2004, and the City Council received the report of the Inquiry Inspector with her recommendations to the Council in July 2004.

xv) Having considered the Inspector's report and recommendations, the Council placed its decision on each recommendation in the report and resulting proposed modifications to the Plan on deposit in early 2005.

How to use the Plan

xvii) The Local Plan consists of a Written Statement and a Proposals Map. The Written Statement sets out the policies and proposals for development and use of land, whilst the Proposals Map shows which parts of the City are affected by particular policies.

xviii) Each policy or proposal is accompanied by a reasoned justification, or explanatory text, and the policies are individually referenced by chapter and number, and shown in bold for clarity.

xix) Appendices are included to clarify the plan. Appendix 1, relating to maximum car parking levels to be applied to development, forms part of Policy T3.

xx) The Plan makes references to supplementary planning guidance. Supplementary planning guidance documents have been adopted by the Council and amplify policies in the Plan, and are design guides or area development briefs. They do not form part of the Plan, but may be taken into account as a material consideration in deciding planning applications. The role of supplementary planning guidance documents has been to supplement plan policies and proposals, and they have not been intended to embody the criteria for decisions on planning applications. Under the Planning and Compulsory Purchase Act 2004, existing supplementary planning guidance documents may be 'saved', but any new City Council planning guidance will be prepared as Supplementary Planning Documents and must meet the requirements for preparation set out under the new Act.

xxi) When using the Plan, it is important to have regard to all the relevant policies. No policy will be applied in isolation.

Plan, Monitor and Manage

xxii) The Government requires Local Authorities to keep Local Plans under review, and to assess their effectiveness. In order to do this, it is necessary to monitor the effectiveness of the Plan's policies. The indicators used to monitor the Plan are outlined in Appendix 5. Under the new Act, the policies will continue to be reviewed as part of the preparation of the LDF, and annual monitoring of policies will be carried out.

Strategy – 'A Vision for Nottingham'

1.1 Nottingham is a city of contrasts: it has the highest rate of employment growth of any major UK city and an attractive and successful City Centre. It is a leading City in the East Midlands region, its shopping facilities are ranked as amongst the best in England outside London, and it has a vibrant and growing leisure and cultural life. It also has some of the worst areas of deprivation and under achievement in the Country. Greater Nottingham is a big conurbation - amongst the 10 largest in the Country, but only half the population (266,995, according to the 2001 census) live within the City boundaries. It is here, within tight political and Green Belt boundaries that problems and opportunities are concentrated.

1.2 The development of Nottingham has reached a crossroads. Decisions taken today will have a crucial bearing on its future development and success. This chapter outlines the overall Local Plan strategy, which will feed into the preparation of a Local Development Framework for the City.

1.3 Our vision for Nottingham is of a City that is vibrant and successful, where people will want to live, work and enjoy themselves, and where jobs, housing, shopping and leisure activities are within everyone's reach. The Nottingham Local Plan provides the planning framework to achieve this.

1.4 The strategy and the policies of the Plan are based on the principles of sustainable development, regeneration and social inclusion.

1.5 Sustainable development is about ensuring a better quality of life for everyone, now and for future generations to come. It involves linking economic, social and environmental factors. Regeneration encompasses renewal of the built environment, ensuring high quality and imaginative design, reusing brownfield land and vacant buildings together with contributing to community development and local partnerships. Social inclusion means access to decent homes, jobs and facilities for everybody. A key element of planning for sustainable development, regeneration, and social inclusion, is the selection of sites for development in the Local Plan. As options in the City are limited due to the tightly constrained boundaries, by far the greatest contribution of sites for new development come from previously developed sites within the city's built up area.

Strategic Objectives

A City for Everyone

1.6 Our objective is:

to contribute to the development of a truly inclusive city where all members of the community have access to a wide range of employment, housing, education, health and leisure opportunities.

1.7 We will do this by:

- Providing employment opportunities in accessible locations, and enhancing transport provision.
- Where possible, linking local people to new employment opportunities through training initiatives.
- Providing for a range of housing provision.
- Identifying sites for education and health facilities.
- Encouraging neighbourhood renewal.
- Ensuring new development is accessible to all users.
- Making provision for leisure opportunities.
- Maintaining a comprehensive open space network.

Sustainable Communities

1.8 Our objective is:

to provide as wide a range of housing as possible, to develop more balanced communities, to retain families with children in the City, and make Nottingham a place where people choose to live.

1.9 We will do this by:

- Identifying a range of sites and buildings suitable for a wide variety of housing provision, especially family housing.
- Providing affordable housing where appropriate.
- Encouraging community safety and crime prevention measures in new and existing development.
- Ensuring that development meets the needs of all sectors of the community, such as disabled people, ethnic communities, women and elderly people.
- Assembling sites for residential development using compulsory purchase powers if necessary.

A Successful Economy

1.10 Our objective is:

to improve the economic competitiveness of the City of Nottingham, and encouraging development which will provide a range of jobs which are accessible to everyone.

1.11 We will do this by:

- Identifying a wide range of sites suitable for a variety of economic activities, and to meet changing business requirements, for both indigenous employers and inward investors.
- Fostering Nottingham as a leading regional City.
- Enhancing the role of the City Centre for employment purposes.
- Assembling sites for economic development using compulsory purchase powers if necessary.
- Encouraging mixed uses where appropriate.
- Providing access to employment opportunities for disadvantaged communities.
- Protecting strategic employment areas from development by other uses.

A Thriving City Centre

1.12 Our objective is:

to make Nottingham a City of European importance, realising fully its qualities, strengths and potential, and its status as one of the ten largest urban areas in Britain.

1.13 We will do this by:

- Developing a coherent vision and Action Plan for the development of the City Centre over the next 10 - 20 years, for which the Local Plan will provide the initial statutory framework.
- Facilitating the provision of sites to ensure the continuing economic success of the City Centre, and to ensure quality sites are available to provide alternatives to business park locations.
- Encouraging the expansion of the City Centre to the south and east.
- Encouraging new housing in the City Centre.
- Encouraging further retail, leisure and tourism provision, of the highest quality.
- Enhancing the accessibility and environmental quality of the City Centre.
- Encouraging the development of specialist 'quarters' in the City Centre.

Town Centres at the Heart of Sustainable Communities

1.14 Our objective is:

to revitalise the role, function and appearance of Town Centres.

1.15 We will do this by:

- Improving the environmental quality of the centres, and their convenience for shoppers.

- Developing Town Centres as 'hubs' in an integrated transport network.
- Ensuring development opportunities are maximised.
- Ensuring residential development in the vicinity of Town Centres is of a suitable density to help support integrated transport and services.

A Quality Built Environment

1.16 Our objective is:

to improve the built environment of the City and to ensure that the city's heritage and its local distinctiveness are protected and enhanced.

1.17 We will do this by:

- Making the best use of the city's limited land supply through the use of Urban Capacity Studies and increasing the amount of development on previously used land.
- Ensuring new development enhances the City, and contributes to improved public spaces, by encouraging high quality and imaginative design.
- Promoting masterplans and architectural competitions for important and sensitive sites
- Providing up to date development briefs as Supplementary Planning Documents.
- Protecting our historic buildings and built heritage, whilst finding new uses for disused or underused buildings.
- Encouraging sustainable and energy efficient forms of development, and mixed uses in appropriate locations.

Safe and Attractive Public Spaces and a Network of Open Spaces

1.18 Our objective is:

to ensure that Nottingham has an attractive range of public spaces and a network of open spaces which provide a variety of recreational activities for the city's residents, and which maximise nature conservation value.

1.19 We will do this by:

- Enhancing, and ensuring new development provides and enhances public spaces.
- Promoting attractive public squares and spaces in the City Centre (the 'City of Squares').
- Enhancing the open space network, and improving existing facilities.
- Developing new approaches for open spaces which are under-used.
- Encouraging bio-diversity as part of new development.
- Facilitating opportunities for sport and recreation.

Improving Accessibility and Reducing Congestion

1.20 Our objective is:

to develop an approach to land use which improves accessibility and provides real transport choices while reducing the need to travel, reducing pollution and helping to improve health.

1.21 We will do this by:

- Making sure the land use aspects of the Local Transport Plan are fully reflected in the Local Plan.
- Integrating new development with all forms of transport provision, including cycling and walking, and encouraging modal shift from the private car to other means of transport.
- Focusing new development on existing centres and close to existing services.
- Ensuring good public transport provision.
- Ensuring the NET light rapid transit system is integrated with other forms of transport provision.
- Reducing the dominance of the private car in new development by encouraging traffic management measures such as 'home zones'.

Strategic Policy

Sustainable Communities

ST1: Planning applications for development will be considered against the following criteria, to ensure all new development contributes to the creation and maintenance of sustainable communities:

- a) **its contribution to the provision of a balanced mix of housing size, type and affordability in the area, particularly promoting housing for families with children and appropriate dwellings which allow older or disabled people to stay in their local community;**
- b) **the development of mixed uses where the nature of the development and site characteristics allow;**
- c) **its contribution to strengthening and diversifying the economic base of the City and the provision of access to local employment opportunities wherever possible, especially to disadvantaged communities;**
- d) **use of previously developed land and buildings wherever possible, and developing at an appropriate density to help support local services and to ensure the efficient use of land;**

e) minimisation of the adverse effects of new development while maximising benefits to the local and wider community, in terms of transport, enhancing public spaces and the open space network, and providing community facilities.

1.23 The Local Plan has a key role in implementing the principles of sustainable development and the creation of sustainable communities in the City. This policy seeks to ensure that all new development has regard to these principles and contributes positively to sustainable communities.

1.24 New residential development should contribute to mixed and sustainable communities, avoiding concentrations of tenure or household types in the local area. Housing provision that will contribute to diversification of tenure and household types will be actively encouraged. Family housing is particularly important to sustain local communities, and in particular support local schools as centres of communities. New housing for older people is also important to allow people to move to appropriate accommodation for their needs, within their own communities. Where a site is identified as suitable for family housing, the policy will be implemented through the preparation of Development Briefs and negotiations with developers. A mix of housing provision will therefore be encouraged wherever site characteristics allow, including affordable housing if appropriate.

1.25 Mixed uses can increase the vibrancy and vitality of new development, as well as providing local opportunities to work and access services, or meet other local community needs. Mixed uses are a key element in sustainable regeneration within the City, and will be encouraged wherever appropriate.

1.26 Accessible job opportunities are vital for economic growth and increasing social inclusion. The Plan makes provision for employment land in locations accessible to areas experiencing social need, and includes policies to ensure good quality accessible sites and premises are not lost to other uses. Training opportunities linked to development projects and targeted at disadvantaged communities are also important in this regard. The City Council therefore will encourage the provision of training schemes as part of the development process through negotiation with developers.

1.27 The re-use of land and buildings is more sustainable than developing on greenfield sites, it is a key element of regeneration, makes the most efficient use of land, and relieves pressure on the city's green spaces.

1.28 New development can give rise to additional community needs, in terms of transport, open space or community facilities. Where this is the case, the City Council will negotiate with applicants to ensure those community needs are provided, either as part of the development, in kind, or as a contribution to their provision elsewhere. Where development has the potential to adversely affect community interests, the City Council will work with the developer to minimise these effects.

A Successful Economy

ST2: — The City Council will promote the development of sites allocated in the Local Plan and other appropriate sites, including the re-use of previously developed land and buildings. It will actively encourage the assembly of land, the opening up of access and decontamination of land where necessary. It will use Compulsory Purchase Powers if negotiations are not successful in bringing land forward for development within a reasonable period.

1.29 — Nottingham's economy is expanding quickly and given its tight boundaries it has relatively little land available for development. It is essential that the sites identified as capable of development, and other sites which may emerge as opportunities over the plan period, are brought forward for development.

1.30 — Given fragmented ownership, sometimes unrealistic expectations of value, and the costs and uncertainties of decontaminating previously used land, together with access and other infrastructure issues, a proactive policy to assist land assembly is required. The City Council is a partner in the joint public/private sector Nottingham Regeneration Ltd and Nottingham Waterside Ltd companies which have a major role in promoting development. It also works closely with the East Midlands Development Agency to bring forward development.

City Centre

ST3: — Planning permission for development in Nottingham City Centre will be granted where it maintains and enhances its attractiveness, vibrancy and accessibility, to ensure it meets the needs of all the community, and to enhance its role as a major European regional centre.

The City Centre will be the main focus in the City for new:

- **Shopping provision**
- **Business (especially office) development**
- **Leisure and tourism facilities (including hotel, conference and training facilities, and new public spaces)**
- **Public transport facilities.**

Further residential and education development will be promoted.

1.31 — The City Centre is crucial to the city's regeneration. It is the focus for transport, employment, retail and leisure development. It is the most sustainable and accessible location for jobs and facilities. Around 24,000 new jobs were created in Nottingham over the past ten years, and this job growth is expected to continue. Many of these jobs will be service based and located in the City Centre. The Local Plan seeks to maintain and enhance the City Centre's position in terms of inward investment, job creation, new services and accessibility. The City Centre Masterplan is complementary to the Local Plan and sets out, in detail, a strategy for the City Centre.

1.32 — Further commercial inward investment will be encouraged, and positive measures to combat the potential threat from out of centre business parks are needed. Area strategies and Supplementary Planning Documents will be prepared to provide a framework for future development.

1.33 — The supply of development land within the City Centre is limited. Opportunities for new-build and conversion should maximise available land with densities appropriate to the City Centre. High standards of design are paramount in providing innovative solutions to the challenging characteristics of some sites. Where appropriate planning briefs will provide site specific guidance. Mixed use schemes which contribute to a balanced, vibrant City Centre community will be supported. New development should make a positive contribution to the identity and appearance of the City and, where appropriate, enhance existing public spaces.

1.34 — It is important that appropriate new sites for retail development are provided to maintain Nottingham's position as a premier retail destination.

1.35 — The City Centre is the most appropriate location for new leisure and tourism developments, which will contribute to the city's attractiveness to visitors. Further residential development, providing a mix of housing types at appropriate densities will be encouraged, together with facilities such as convenience food shops and community facilities.

1.36 — Higher education is an important and expanding role of the City Centre with important spin-offs in terms of regeneration, sustainability and social inclusion. The expansion of facilities will be encouraged.

1.37 — In parallel with the Local Transport Plan, the Local Plan will seek to facilitate development which leads to a reduction in traffic domination, congestion, pollution and which enhances the movement of public transport, pedestrians and cyclists in the City Centre. The City Centre already acts as a 'transport hub' and there are opportunities to strengthen this role through the provision of purpose designed interchange facilities, which link NET, trains, buses, cycling and walking routes. Integration of transport facilities within new mixed use schemes and appropriate development adjacent to transport hubs will be supported and encouraged.

Integration of Planning and Transport Policies

ST4: — Planning permission for development will be granted where it is in accordance with the objectives and policies of the Local Transport Plan through:

- a) — concentrating development in accessible locations, particularly the City Centre, Town Centres, and other locations well served by a choice of transport modes;**
- b) — minimising new traffic generation, encouraging modal shift to more sustainable means of transport, and ensuring new development is adequately served by integrated transport measures, including cycling and walking.**

1.38—The integration of planning and transport policies is essential to achieve the most efficient and effective use of land, and to promote sustainability, regeneration and social inclusion. This policy is also aimed at ensuring that new development does not prejudice the implementation of Local Transport Plan measures, or progress towards meeting Local Transport Plan and Road Traffic Reduction Act targets:

1.39—Government guidance, Regional Planning Guidance and the Structure Plan all emphasise the need to reduce the need to travel. Development in locations which are accessible by a choice of transport modes can reduce reliance on private cars, encourage cycling and walking, and help to support public transport and other services. It will also assist in meeting the targets and objectives of the Local Transport Plan. The City Centre and Town Centres are particularly important locations in this regard:

Housing

Introduction

2.1 A key aim of the City Council is to create more sustainable and balanced communities by providing choice in terms of housing type, size and tenure. Policies of the Plan aim to assist this process by enabling development which broadens the range of accommodation available. This means introducing market housing into areas dominated by social rented housing, with opportunities for new family housing. 33% of dwellings in the City are currently in the social rented sector compared to 19% nationally. Provision of more housing suitable for family occupation will give families the choice to remain in the City, and help support City schools and other facilities. At present only 29% of dwellings in the City have 6 or more rooms, compared to 40% nationally. Many areas are short of suitable housing for elderly people to live independently. Suitable housing is also required for the growing number of single people and small households; much of this can potentially be found in the City Centre.

2.2 This chapter has regard to Government guidance set out in Planning Policy Statements (PPSs), Planning Policy Guidance Notes (PPGs), especially PPG3 'Housing'. It has also been informed by the Report of the Urban Task Force 'Towards an Urban Renaissance' and the Urban White Paper 'Our Towns and Cities: The Future'.

2.3 The emphasis of the Plan is on making the best use of urban land, especially previously developed sites. In order to ensure the City makes the best use of these sites, an Urban Capacity Study (UCS) has been undertaken to assess the potential for new residential development.

2.4 New housing sites accord with the sequential test for new residential development set out in PPG 3 and in regional planning guidance, which aim to create more sustainable patterns of development, and to achieve greater accessibility by public transport, walking and cycling, to jobs, shopping, education, leisure and other local services.

2.5 Regional planning guidance contains a target of 60% of new dwellings to be built on previously used sites by 2008. Over the last five years, about 93% of residential development in the City has occurred on previously used land. However, a number of greenfield sites have yet to be developed. It is therefore unlikely that this proportion of development on previously used land can be maintained over the plan period. Accordingly, a target has been set for the Local Plan of 85% of housing over the period to 2011 to be on previously used land. This target applies to the whole Plan period, as the rate and order in which different sites will come forward is unpredictable, and also implies new windfall sites will be largely on previously used land.

Structure Plan Provision

2.6 The Adopted Structure Plan requires the provision of 8000 dwellings in Nottingham between 1991 and 2011. Table 1 shows that this figure has already been exceeded. Ongoing monitoring of the Nottingham Urban Capacity Study demonstrates that the City has the potential to accommodate approximately 8,100 further dwellings up to 2011.

2.7 Although this is significantly greater than the Structure Plan provision, the general strategy of concentrating development within the urban area is entirely consistent with the Structure Plan and later guidance such as the Urban White Paper. Most of this new provision will be provided from sources not identified at the time of the last Structure Plan, such as the faster rate of windfall development, especially in the City Centre, and new sites such as the Waterside Regeneration Zone. The proposed housing provision is therefore in line with government guidance, given the need to make the best and most efficient use of previously developed sites, and to follow the sequential approach to site identification outlined in PPG3, thus minimising greenfield land releases around the conurbation. This higher figure should also significantly assist in the regeneration of parts of Nottingham, providing an opportunity for the reversal of long term trends of social exclusion, population loss and declining quality of life. This approach has been agreed with the County Council and is being addressed in the review of the Structure Plan.

Phasing the supply of land for housing

2.8 Consideration has been given to the need for a phasing policy in the Plan, to ensure brownfield sites are developed before greenfield sites. However, given the tight boundaries of the City and the limited number of greenfield sites available, a phasing policy operating solely within the boundaries of the City would not achieve this aim. The issue of phasing across the conurbation is more properly a matter for the Joint Structure Plan, where a co-ordinated sub-regional approach can be developed.

2.9 Allocated greenfield sites are expected to contribute 15.2% of the housing supply over the remaining plan period. Of this, 40% currently has planning permission. A phasing policy would therefore only apply to 9% of the total provision, and will not achieve the aim of bringing forward brownfield sites before greenfield sites are developed. The greenfield sites that are allocated in policy H1 have been selected in accordance with the sequential approach set out in regional planning guidance. With the exception of 2 edge-of-urban area sites, all are within the urban area, and provide for a choice of sites, suitable and available for residential use. They are necessary to ensure that the Local Plan's aim of providing for more balanced communities, and especially family housing, can be achieved. The effect of reserving these sites for later development will be negligible, and will hamper other aims of the Local Plan.

Local Plan Provision

2.10 The Adopted Structure Plan allocated 8000 dwellings to the City for the period between 1991 and 2011. The Table below shows how much residential development is now anticipated in the City up to 2011. It includes dwellings on sites from the Regeneration and Mixed Use Chapter. Further details are given in the Nottingham Urban Capacity Study and subsequent Monitoring Notes (the City Council produces annual monitoring notes which detail progress against Table 1 in terms of both planning permissions and housing completions).

2.11 As at March 2004 some of the sites identified in Policy H1 had planning permission or were subject to S.106 obligation. Where sites were under construction only those that were not substantially completed are included in Policy H1. On sites under construction, dwellings which had been completed are included in the 'completions' figure in the Table below. Dwellings not yet completed are included in the identified sites total. The Table also includes dwellings expected to come forward from sites which are not identified in the Local Plan.

Table 1**Housing Provision in Nottingham to June 2011**

Completions (July 1991 - March 2004) **8,081**

Identified Sites (at 31st March 2004):

1)	Sites identified in H1 ⁽¹⁾	1,802
2)	Dwellings remaining on other sites under-construction	957
3)	Planning permissions on Regeneration and Mixed Use sites ^{(1) (2)}	847
4)	Regeneration and Mixed Use sites without planning permission ^{(1) (3)}	801
5)	Other sites with planning permission for 10 or more dwellings (new-build) ^{(1) (2)}	932
6)	Other sites with planning permission for 10 or more dwellings (conversions/ changes of use) ^{(1) (2)}	133
7)	Sites with planning permission for less than 10 dwellings (new-build) ^{(1) (2)}	189
8)	Sites with planning permission for less than 10 dwellings (conversions/ changes of use) ^{(1) (2)}	225
TOTAL		5,885

Development on sites not identified in the Plan:

a)	Conversion/Changes of Use/Flats over shops outside of the City Centre (April 2004 - June 2011) ⁽¹⁾	150
b)	Development in the City Centre (April 2004 - June 2011) - including Regeneration and Mixed Use sites without planning permission ^{(1) (4)}	706
c)	Small Windfall Sites (April 2004 - June 2011) ⁽¹⁾	233
d)	Large Windfall Sites (April 2004 - June 2011) - including Regeneration and Mixed Use sites without planning permission ⁽¹⁾	1,125
TOTAL (JULY 1991 - JUNE 2011)		16,179
TOTAL (APRIL 2004 - JUNE 2011)		8,098

(1) Includes non take up assumptions, see further explanation in the Urban Capacity Study (UCS) 2000.

(2) Planning permissions include those granted subject to the signing of a Section 106 agreement.

(3) Waterside (MU6) and Lortas Road (MU8.3) only. No reliable estimates can be made of the numbers of dwellings on the other sites.

(4) The UCS 2000 used the City Centre boundary defined in the 1997 Local Plan. The boundary used in calculating this table is the amended current boundary defined in this Plan.

New Housing Development

H1: Planning permission for residential development will be granted on the following sites shown on the Proposals Map:

	Status	Site	Dwellings	Brownfield/ Greenfield	Ha
H1.1	AP	Colborn Street	20	B	0.7
H1.2**		Ridgeway (2 adjacent sites)	93	G	2.2
H1.3	A	Alexandra Park, Springfield	15	G	0.9
H1.4**		Parkview Road	34	G	0.8
H1.5	A	Clifton South	204	G	4.8
H1.6^	A	Clifton West	285	G	6.7
H1.7**		Padstow School	272	B/G 50/50%	6.4
H1.8#	A	Ransom Drive (Hine Hall)	38	B	3.5
H1.9		Haydn Road (Ellis & Everard)	42	B	1.0
H1.10	U	High Pavement 6th Form College	490*	B/G 20/80%	11.0
H1.11	P	Land off Clifton Lane	150	G	4.9
H1.12	U	Land off Castle Bridge Road	102	B	1.7
H1.13		Johnson's Works, Vernon Road	118	B	2.8
H1.14		Main St (rear 52/54)/ Spring Rd, Bulwell	12	B	n/a
H1.15	U	Hendon Rise Social Club	24	B	n/a
H1.16	P	St Catherine's Vicarage, St Anns Well Rd	40	B	n/a
H1.17	P	353 Haydn Road	52	B	1.0
H1.18	U	Booker Site, Lambourne Drive	69	B	2.0

A Sites allocated in the Nottingham Local Plan 1997 but which are not yet developed.

U Sites under-construction at 31st March 2004.

P Sites with planning permission, or subject to S.106 obligation, but not yet under construction.

This table includes sites below 0.4ha which are expected to contain 10 or more dwellings. For reasons of clarity it does not include sites which were complete, or substantially complete, at October 2004. No site areas are given for sites below 0.4 ha as they may include the change of use of existing buildings where site area is not relevant. Sites in the City Centre are not included.

* The total dwellings on the site is 560, 70 of which were completed by 31st March 2004. The site area refers to the whole site, as shown on the Proposals Map. None of the other sites shown as under-construction had any dwellings completed by this date.

** The development of these sites is linked. They have been identified through the Bestwood and Bestwood Park Masterplan and their development is central to the regeneration and improvement of the estate. It is intended that the impact on existing playing fields will be compensated for by upgrading and extending facilities at Southglade Leisure Centre.

^ The open space needs of the development of H1.6 will be considered in the light of the City Council's revised supplementary planning guidance on the Provision of Open Space in New Development, its Open Space Assessment, and the revised Development Brief for the site.

In the case of site H1.8 (Ransom Drive (Hine Hall)) the site area of 3.5 ha relates to the whole of the curtilage of Hine Hall as this is regarded as being previously developed land. However, because the Hall has already been converted to residential use, and the whole of the curtilage is sensitive in terms of its valuable trees and the contribution it makes to the historic built environment, housing development will only be appropriate on part of the site, and the extent of development will be determined in a development brief to be prepared for the site

All sites over 1 hectare or 25 dwellings are eligible for a contribution to affordable housing, which will equate to 20% of dwelling capacity on the site (see Policy H5).

The sites proposed represent a broad range of type and size, aimed at both maximising the development of previously used land, whilst also enabling the development of more sustainable and balanced communities. Where greenfield sites are proposed for new housing, they represent opportunities to broaden the choice of housing available in the locality, in terms of type, size or tenure.

Regeneration Zones and Mixed Use Sites

2.12 Significant dwelling numbers will also be built on mixed use sites, and within the three Regeneration Zones which have been identified as areas where improvement and selective redevelopment will be encouraged. A mixture of uses will be established, including residential use.

2.13 Further details of these allocations are included in the Regeneration and Mixed Use Chapter.

Density

H2: The City Council will seek a density of development on residential sites which has regard to the following criteria:

- a) compatibility with the characteristics of the site and its surroundings;**
- b) the need to safeguard living conditions in the development;**
- c) the accessibility of the site to public transport and services.**

Lower densities will be more appropriate for family housing, whilst higher densities will be particularly appropriate where there is a good level of accessibility, especially in the City Centre and Town Centres.

Where higher density development is proposed, it may be appropriate for certain permitted development rights to be removed, and satisfactory levels of sound insulation will be required.

2.14 PPG3 on Housing encourages local planning authorities to avoid the inefficient use of land, to promote regeneration and minimise the amount of greenfield land being taken for development. This policy will help to maintain the viability and vitality of existing services and facilities such as schools and shops, allow for the effective provision of public transport and

reduce the need for travel by private car, thereby assisting social inclusion. Standards applied to new development, particularly with regard to roads, layouts and car parking, will be carefully considered to avoid the wasteful use of land.

2.15 Due to recent building in the City Centre, new build residential development in the City exceeds the PPG3 recommended range of densities, averaging 53 dwellings per hectare over the last 10 years. The density of new housing development will be expected to be in the range of 30-50 dwellings per hectare, although densities higher than this will be appropriate in accessible locations.

2.16 Appropriate densities will be sought for different areas. Varying densities within areas can help to create choice in house type, size or tenure. The City has a relatively low proportion of housing suitable for family occupation, therefore density of development at the lower end of the range suggested in PPG3, will be appropriate in some circumstances, particularly where a wider range of choice in size and tenure is required, or where a site has been identified as suitable for family housing. The focus for development at higher densities will be in and around the City Centre and the four Town centres, and also those areas with good access to facilities and services and to public transport, such as some local centres. High density development requires particularly high standards of design and layout if it is to be attractive to occupiers, and will also need satisfactory soundproofing. In some instances it may be appropriate to negotiate enhanced levels of soundproofing. Permitted development rights relate to minor development which does not normally require an application for planning permission. These rights can be withdrawn in specified circumstances.

Appropriate Housing Types

~~H3: Planning permission for new residential developments will be granted where an appropriate mix of dwelling size and type are provided, having regard to the characteristics of the surrounding area. On appropriate sites the City Council will also negotiate with the developer to build a proportion of new dwellings to the 'Lifetime Homes' standard.~~

~~2.17 The Government's household projections indicate that the majority of growth will be in one-person households. PPG3 requires that local planning authorities should adopt policies which take full account of changes in housing needs in their areas and which will widen the range of housing opportunities, thereby encouraging the development of mixed and balanced communities.~~

~~2.18 The City suffers from a restricted range of house size, making the retention of growing families more difficult and leading to a concentration of smaller households.~~

~~2.19 In some areas of the City there are concentrations of particular types or sizes of dwellings, for instance in the large outer estates built by the City Council. Each proposed new residential development will need to have regard to existing housing in the surrounding neighbourhood, and to introduce an appropriate variety and choice into the wider area. New developments should help to secure a better social mix by avoiding the creation of large areas of housing with similar characteristics. Further guidance on the appropriate mix of dwelling size and type for particular sites is available from the City Council.~~

2.20— It is important that the City's housing stock is accessible and suitable for all residents. The City Council is keen to see new housing which is adaptable to people's lifestyle changes as they grow older, and to provide suitable housing for those who are less mobile. The Council will therefore negotiate with developers to provide a minimum of 10% of new homes to 'Lifetime Homes Standards', with some of these being fully wheelchair accessible. Supplementary planning guidance to be published by the City Council will give further detail on integrating the principles of inclusive design and access into development proposals:

Conversion to Residential Use

H4:— Planning permission will be granted for the change of use of property to residential use, provided that a satisfactory residential environment can be achieved, and subject to the following criteria:

- a) — compatibility with nearby uses and impact on the residential environment in the surrounding area;**
- b) — satisfactory noise insulation between residential units and between residential and other uses;**
- c) — provision of a satisfactory means of access;**
- d) — provision of appropriate space and amenity standards;**
- e) — the architectural or historic interest of a listed building or the character or appearance of Conservation Areas not being adversely affected;**
- f) — details of a satisfactory means of escape from fire, which respects the existing character of the building;**
- g) — if made necessary by the development, planning permission may be subject to conditions to remove certain permitted development rights.**

2.21— In addition to maximising the re-use of land, the City is committed to the conversion and re-use of existing buildings which are no longer required for their current use. Mixed uses bring benefits of more people in these areas at night. While this can have the effect of lowering the fear of crime, it may also increase the risk of noise or other nuisance.

2.22— Applications for planning permission for conversion of property to housing use, including premises above shops and other mixed use schemes, must safeguard the amenity of potential residents and ensure the attractiveness of the scheme and the surrounding environment. Where the conversion involves flats above shops, the proposal should have regard to the provisions of Policy S9:

2.23— Applications for planning permission for residential development which is near to a source of significant noise will be assessed against the exposure categories detailed in PPG 24, on Planning and Noise:

Affordable Housing

H5: Planning permission for residential development, including conversions, above a threshold of 1 hectare or 25 dwellings will be granted subject to a proportion of the site being developed for affordable housing where appropriate. Where affordable housing is appropriate and both the developer and the Council agree on-site provision is not desirable, a contribution will be sought for provision elsewhere, in accordance with supplementary planning guidance.

2.24 PPG3 on Housing states that a community's need for affordable housing is a material planning consideration, which should be taken into account in formulating development plan policies and in deciding planning applications involving housing. Affordable housing can be important in ensuring that newly qualified health service workers, teachers and others can afford to find homes in the City. Decisions about the details of provision of affordable housing in residential developments will reflect housing need and individual site suitability, and be a matter for agreement between the developer and the City Council. Affordable housing which is provided as a proportion of a development should be fully integrated with the remainder of the dwellings on the site, and should address the full breadth of housing need, including family housing where appropriate.

2.25 The City Council and the District Councils, which together make up the South Nottinghamshire sub-area of the Structure Plan, have co-operated to examine the need for affordable housing in the sub-area. The South Nottinghamshire Affordable Housing Study demonstrates that there is a need to provide dwellings for those households who will not be able to afford housing generally available on the open market in the period up to 2011. The Study determined that 24% of dwellings in South Nottinghamshire would need to be affordable in the period to 2011. A Housing Needs Assessment has also been undertaken by the City Council (Housing Market Study and Needs Assessment 2002) as part of its annual Housing Investment Strategy process. This found that 290 new affordable dwellings were required every year. This equates to 25% of the total annual dwelling provision over the Plan period. On eligible sites in the City, 20% of new dwellings are expected to be affordable, to allow for those sites which will be developed solely for affordable housing.

2.26 Supplementary planning guidance sets out details of the policy to negotiate with developers of appropriate residential sites in the City to provide a proportion of affordable housing, or a commuted sum to form a contribution to provision elsewhere. These commuted sum payments will be used in support of the Housing Investment Programme priorities for regeneration schemes, including bringing vacant property back into use and conversion of premises above shops to residential accommodation.

Student Housing

H6: Planning permission will be granted for student accommodation where:

- a) the development or maintenance of balanced communities is not prejudiced;**
- b) the location and scale of the development is appropriate;**
- c) the living conditions of neighbouring residents will be safeguarded;**

- d) **the City Council is satisfied that, where necessary, there will be management arrangements sufficient to integrate the scheme into the existing community;**
- e) **the City Council is satisfied that any car parking arrangements do not affect the ability of local residents to park their own cars; and**
- f) **university facilities are readily accessible to the development by a choice of means of transport.**

2.27 The number of full-time university students has grown rapidly in the past few years to approximately 39,000. About 30,000 students live in the City during term-time, and make up about 1 in 9 of the population.

2.28 The contribution of the Universities to the prosperity of the City is considerable. However, the demand from students for rented accommodation has led to the conversion of larger houses, and consequently to the loss of family housing. There is a concentration of student housing in particular parts of the City, notably Old and New Lenton, Lenton Sands, Dunkirk and the Arboretum, resulting in a substantial transient population which is less likely to contribute to local communities. Properties are often left vacant in the summer months; during term-time, there can be problems for neighbouring residents from car-parking and disturbance. Areas with high concentrations of student housing can also suffer from environmental problems.

2.29 There is a continuing need for purpose-built housing, which should be close to the Universities, accessible by public transport and in locations which minimise the impacts on surrounding communities. If the City Council considers that there would be a danger of environmental nuisance from the development, where possible, it will negotiate with the developer for management arrangements sufficient to integrate the scheme into the existing community. The over-concentration or unsuitable location of new purpose-built student accommodation could prejudice the City Council's aim of developing and maintaining balanced communities. It is recommended that any proposals for student accommodation should be discussed in advance with the City Council.

2.30 Outside term time, certain types of student housing may fulfil other purposes, for example conference accommodation. This use would be acceptable in principle subject to safeguards protecting the living conditions of neighbouring residents, particularly against noise and disturbance due to traffic.

2.31 Development specifically for students does not count towards the Structure Plan housing provision.

Inappropriate Uses in Residential Areas

H7: Within the Primarily Residential Areas development which would have an unacceptable effect on the living conditions of local residents will not be permitted.

2.32 Development in Primarily Residential Areas which would cause problems that cannot be mitigated of noise, dust, vibration, smell, disturbance or other nuisance to neighbouring residents will not be granted planning permission.

Residential Homes and Hostels

H8: In the Primarily Residential Areas, planning permission will be granted for residential homes such as rest homes for elderly people, and people in need of nursing or other care, and for hostel accommodation, provided that:

- a) a satisfactory residential environment can be achieved for the benefit of the intended occupants;**
- b) the use would not result in an over-concentration of similar uses in any one area leading to a material change in character; and**
- c) the site is accessible to public transport and other services.**

2.33 It is important to ensure that the correct location for this type of development is achieved, and that design standards are met, to maintain an acceptable residential environment. Residents and visitors should have access to public transport and other facilities and services. Specialist accommodation should be built to be accessible to those people with impaired mobility. Part M of the Building Regulations 2000 gives guidance on access and facilities for the disabled.

Travellers

H9: Proposals for sites for travellers will be considered against the following criteria:

- ~~**a) appropriate accessibility to the site, convenient for the main highway network;**~~
- ~~**b) availability of local services including schools and shops;**~~
- c) adequate separation from existing dwellings, with appropriate boundary treatment and tree screening.**

2.34 Travellers often experience considerable housing problems. The City Council recognises the need to provide sites for travellers and will seek to identify suitable sites for this purpose where an identified need has been established. Circular 1/94, Gypsy Sites and Planning, gives advice to Local Authorities on provision of sites, and Structure Plan policy 4/4 sets out the County context.

2.35 Proposals for the development of sites for travellers will be considered on their individual merits, in the context of national and strategic policy and guidance and the relevant policies within this Local Plan. Any application for planning permission for a specific site would be judged against the criteria set out above. No suitable site has been identified for allocation in this Local Plan and it is not anticipated that any applications for this use will come forward in the Plan period. The management of temporary unauthorised sites is carried out under other City Council powers.

The Economy and Employment Land

Introduction

3.1 Nottingham has a dynamic and diverse economy which is currently experiencing significant structural change. The policies of the Local Plan aim to improve the economic competitiveness of the City of Nottingham, and encourage development which will provide a range of jobs which are accessible to everyone.

National Guidance

3.2 The Government's Planning Policy Statement 12 (PPS12) Local Development Frameworks reflects the 1998 Competitiveness White Paper's emphasis on creating conditions in which business can freely compete, develop and exploit new technologies and generate sustainable jobs. The Government's Competitiveness White Paper creates a 10 year policy framework to build an innovative, high skill and high value-added, entrepreneurial knowledge-driven economy. National guidance encourages the allocation of quality sites and premises for a new knowledge-driven economy, whilst at the same time being realistic about the quantity of land allocated for employment. Where sites have no real prospect of being developed for employment uses, guidance suggests they should be re-allocated for other uses, particularly mixed use developments, including housing.

3.3 Paragraph 1.12 of the Urban White Paper states that the major conurbations such as Birmingham and Manchester and some of the major freestanding cities such as Nottingham are at the core of their regions and influence the overall prosperity of the region. They are often centres for specialist professional services (law, medicine, finance), for learning and for cultural and sporting facilities which are of regional or even national importance. They compete on a European scale.

Regional Guidance

3.4 The Regional Spatial Strategy (RSS) necessitates that Development Plans and other policy and programme measures should ensure that an appropriate range of sites, in terms of quality, size and location, is readily available to meet the requirements of indigenous and inward investing businesses.

3.5 The East Midlands Development Agency's (EMDA's) Economic Development Strategy, 'Destination 2010' asserts that the relatively positive economic performance of the region has been achieved largely in spite of, and not because of, the industrial structure. It encourages Local Authorities to put in place measures to diversify the economic structure of the region. EMDA have also produced an Urban Action Plan that encourages the regeneration of urban areas, with particular importance being placed on regenerating previously-used sites.

3.6 Both RSS and the EMDA strategy encourage the provision of Strategic High Quality Employment Sites (SHQES), Information & Communication Technology (ICT) and Sectoral Clusters to facilitate economic diversification.

Trends in the Economy and Employment Land

3.7 During the 1990's there was strong job growth in Nottingham. The number of employees has grown from 153,000 in 1991 to 180,000 in 1998. This is the highest rate of growth of any City in the country. Most of this growth was in the service sector, which now represents about 80% of total jobs. This growth in services has more than offset the decline in manufacturing.

3.8 The majority of economic expansion and job growth in the future is expected to be in the service sector. The Greater Nottingham TEC Employer Survey 1999, which covered 750 employers, predicts that between 1997 and 2010 the service sector is likely to create 45,000 jobs whereas manufacturing is expected to decline by almost 7,000.

3.9 Since the last Local Plan, new business parks have been developed at Riverside (former Wilford Power Station) and Phoenix Park (former Babbington Colliery). However, the relationship between job creation and employment land allocations is not straightforward. The strong growth in jobs is not reflected in the take-up of identified employment land. In fact, despite job growth there has been a loss of some employment land sites to other uses.

3.10 Most of the job growth has taken place elsewhere - in the City Centre in particular and at hospitals and universities which are now amongst the City's largest employers. Over the last 10 years the City Centre has generated 10,000 new jobs, and there are now 55,000 jobs here, representing 31% of jobs in Nottingham. There are major concentrations of jobs at hospitals, which employ 11,300 people (6.3%), and universities, which employ 8,900 people (4.9%). Much of this is not considered to be 'employment' in traditional planning terms, although some would be B1 uses.

3.11 The trends in the economy have resulted in lower demand for less accessible sites and older industrial premises, which are often not appropriate to the needs of modern businesses. Some sites and premises have been re-used for a mix of uses, this has occurred predominantly in the City Centre, particularly the Lace Market area, and, in areas of the inner city with poorer accessibility, such as the site of the Stag Factory on Haydn Road.

3.12 The Greater Nottingham TEC Employer Survey 1999 revealed that about 50% of firms cited benefits in terms of being located in Nottingham and only about 20% cited drawbacks. Less than 50% of firms said there were factors hindering their ability to expand, and only 5% cited site constraint as a factor.

Out-of-Town Business Parks

3.13 Ancer Spa were commissioned to make an assessment of the effect of business park development on regeneration in Nottingham and Leicester in 1999. Their study concluded that business park development at Junction 24 and elsewhere could lead to increased outward migration of companies with a consequent negative impact on regeneration. One of the study's conclusions is that the buoyant office market in Nottingham may be due to a lack of competition in the past from out of centre business parks. Recent business park development at Junction 24 and 27 of the M1, and allocations in Broxtowe around Junction 26, mean that businesses can now choose to locate in areas they perceive to be more accessible and attractive than urban sites.

Powergen's decision to move to the Pegasus Business Park at Junction 24 could be the first of a more general trend, whereby service sector employers normally associated with urban areas move to out of town locations. In order to provide a choice for companies who might otherwise wish to locate on out of town business parks, the Local Plan makes provision for high quality employment sites, providing a high quality business environment in a more sustainable location.

The Needs of Small Businesses

3.14 The City Council will continue to identify and encourage the development of small seed-bed businesses. Throughout the City, but particularly in locations experiencing high unemployment, such as NG7, encouragement will be given to providing and maintaining premises that provide essential cheap start up accommodation for small seed-bed businesses. There is also a need to provide adequate land and buildings for the expansion of these businesses.

3.15 These smaller locally-based businesses play an important role in the City Council's strategy to create balanced communities, by providing jobs accessible to local communities (see Policy ST1). However, the total number of jobs provided is relatively small. Connecting local people to job opportunities by improved transport measures and targeted employment initiatives will be equally important. The Town Centres also have an increasing role to play, both as important employment providers in their own right, and as sustainable locations for new service-based employment.

Employment Land

3.16 For the purposes of this Plan, employment land is defined (in traditional planning terms) as land which is allocated, or available, for employment uses within Classes B1 (office, light industrial and research & development), B2 (general industrial), and B8 (storage and distribution uses) of the Town and Country Planning (Use Classes) Order, 1987.

3.17 The adopted Structure Plan requires the City to allocate 160 hectares of employment land in Nottingham from 1991 to 2011. Between 1991 and 2004 65.03 hectares of employment land have been taken-up for employment use, about 5 hectares per year. However, employment land represents only a small part of the economic potential of the City. Most job growth has been in the City Centre, on existing sites, the universities and hospitals rather than on 'employment land' as such.

3.18 In order to provide a range and choice of sites, Policies E1 and E2 allocate 87.10 hectares of land for employment use. The result of this is that the shortfall of employment land is now 7.87 hectares (or 4.9%) compared to the Structure Plan provision target to 2011. This shortfall is expected to be made up on small sites and sites allocated in the Regeneration and Mixed Use chapter.

	APRIL 2002 based on the 1997 Adopted Local Plan	ADOPTED PLAN SITES
Employment Land Supply		
Take-up of large sites since July 1991	59.39 ha	65.03 ha
Allocated Sites	79.87 ha	87.10 ha
Allowance for small sites and other allocated sites (July 1991- June 2011) (ie - shortfall)	20.74 ha	7.87 ha
TOTAL JULY 1991 - JUNE 2011	160.00 ha	160.00 ha

Prestige Employment Sites

3.19 An adequate supply of prestige employment sites is important to encourage the diversification of the economy especially into knowledge-based sectors, and to cater for indigenous growth industries. The Regional Spatial Strategy recognises that urban areas are generally poorly provided with Strategic High Quality Employment Sites (SHQES).

3.20 The Government's Competitiveness White Paper published in 1998 emphasises the benefits to the economy to be gained by promoting sectoral clusters of activity, that is the grouping of businesses engaged in similar and complementary activities, and this principle is endorsed by EMDA in their Economic Development Strategy.

3.21 Where appropriate, Supplementary Planning Documents will be prepared for prestige employment sites, setting out development principles which proposals should accord with. They will be characterised by high standards of design and landscaping, and be limited to largely B1 uses, although ancillary uses may be appropriate in some cases.

3.22 The City Centre and the Regeneration Zones have significant potential to foster further prestige B1 employment development, especially in the business and ICT sectors. The City Council will encourage prestige employment uses in the City Centre and Regeneration Zones on sites identified in the Regeneration and Mixed Use chapter.

E1: Planning permission will be granted for the development of Strategic High Quality Employment Sites (shown on the Proposals Map):

E1.1 Nottingham Science & Technology Park - B1 only - Science & ICT Cluster	6.11
E1.2 Nottingham Business Park - B1 only	24.61
E1.3 Queens Drive (site of the Royal Ordnance Factory) B1 or B2 uses	15.32 *
POLICY E1 TOTAL:	30.72 *

* Site E1.3 is currently used as an employment site and therefore is not considered to form part of meeting the Structure Plan requirement.

3.23 The City is well placed to attract new ICT firms given the presence of its higher education establishments. The Nottingham Science and Technology Park has been highly successful in this regard. The City Council continues to encourage ICT development, and the proposed expansion of this site will provide opportunities for further investment in this sector.

3.24 Nottingham Business Park is well located with regard to junction 26 of the M1, and is adjacent to areas of significant social need. Its development will provide an attractive business location, and should encourage wider regeneration benefits.

3.25 The site of the former Royal Ordnance Factory (known as 'ng2') provides a good example of a SHQES. Such an attractive and accessible site will provide a more sustainable alternative location to business park development outside of the built up area, for instance at Junction 24 of the M1 Motorway. The development will provide a minimum of 70,000 square metres of B1 floorspace. Complementary development (including residential, ancillary retail, food and drink, hotel) which demonstrably enhances its role as SHQES, and is of a scale, form and layout that contributes to the vitality, community safety and urban design of the scheme as a whole, will be favourably considered. In the longer term, subject to meeting the needs of existing occupiers, there may be opportunities to enlarge the B1 development into adjacent land in existing employment use including the area of Crossgate Drive and Gateside Road off Queens Drive.

3.26 All these sites have potential to develop and support economic clusters, especially in the business and ICT sectors. They will play a key role in diversifying the City's economy.

Industrial Development/Expansion and Restructuring

E2: Planning permission will be granted for industrial development/expansion and restructuring, for B1, B2 or B8 uses, unless otherwise indicated:

E2.1	Harrimans Lane***	17.78
E2.2	Blenheim Industrial Estate Expansion	6.72
E2.3	Bull Close Road	2.13
E2.4	Riverside - (2 sites at the former Wilford Power Station)*	4.21
E2.5	Manvers Street Goods Yard*	2.04
E2.6	Basford Gasworks* ****	4.32
E2.7	Site east of Great Northern Close	3.18
E2.8	Salisbury St / Faraday Rd- B1 Only	0.49
E2.9	Belgrave Rd / Lillington Rd - Part B1 Only	0.91
E2.10	'Island Site' (Boots Island) - B1 Only	3.64
E2.11	Hucknall Rd / Southglade Rd*	2.09
E2.12	Bobbers Mill	1.26
E2.13	Bestwood Sidings	1.19

E2.14 Radford Goods Yard / Chettles Yard**	1.18
E2.15 Beeston Sidings	5.24
POLICY E2 TOTAL	56.38

* Sites which have been reclaimed since their identification in the 1997 Adopted Local Plan

** The boundary on the proposals map is much larger than the undeveloped 1.18 hectares which is considered to form part of meeting the Structure Plan requirement.

*** The Highway Agency requires a Transport Assessment for this site.

**** In accordance with the Local Plan Inspector's recommendation this site is predominantly for B1, B2 and B8 uses. (see also paragraphs 3.31 to 3.33).

3.27 Allocating good quality sites in the urban area, which are both accessible and attractive, and benefit from proximity to urban services, is crucial to ensure businesses can achieve the benefits of locating within the City.

3.28 In order to offer a choice of sites for businesses, a new site (E2.2) has been allocated to expand Blenheim Industrial Estate. It has good access to the outer loop road and is a natural expansion of the industrial estate which is now virtually fully developed. The difficulties of finding suitable relocation sites for businesses within the City has highlighted the importance of having a range of suitable sites available to maximise both job retention and generation of new employment opportunities in the City.

3.29 A new site (E2.15) has been allocated at Beeston Sidings, it extends an employment area accessed off Bowden Drive in Broxtowe District. The site is expected to provide an inter-modal freight depot (open storage). Site E2.15, and site E2.13 may be subject to the operational needs of the railway.

3.30 In addition to these sites, land allocated in the Regeneration and Mixed Use chapter is expected to contribute to the supply of employment land.

Enabling Uses

3.31 It is also recognised that the regeneration of some previously-used employment sites and employment premises allocated in policies E1 and E2 are unlikely to come forward for development for B1 or B2 employment uses without an element of 'enabling uses', for example at site E2.14, Radford Goods Yard / Chettles Yard.

3.32 Enabling uses will only be acceptable where necessary to bring forward the comprehensive regeneration of previously-used employment sites and employment premises for predominantly employment use, and where it can be demonstrated that the market alone is unlikely to achieve this. Where such uses are considered acceptable, they should allow for an appropriate mixed use scheme. Legal agreements will be required to ensure the delivery of the B1 or B2 employment development within an agreed timescale.

3.33 Enabling uses will be considered against other policies in the Local Plan, or other relevant guidance such as Planning Policy Guidance Notes, particularly where an element of retail or leisure is proposed.

Major Business Parks/Industrial estates

E3: Within the major business parks/industrial estates as defined on the Proposals Map, employment sites or employment premises will not be granted planning permission for uses other than employment uses, except for ancillary development necessary to serve the development.

3.34 It is essential to recognise the importance of protecting the major business parks/industrial estates, such as Riverside (former Wilford Power Station)/Lenton Lane, Glaisdale, Blenheim, and Phoenix Park (former Babbington Colliery) from development for other uses. Such business parks/industrial estates should remain in employment use (B1, B2 or B8) to ensure they continue to provide a sound basis for economic growth and an adequate supply of employment land. Sites E2.1-E2.4 are located within major business parks/industrial estates and therefore covered by Policy E3.

Regeneration of previously-used employment sites and employment premises

3.35 It is important that the City retains a range of employment sites in terms of both size and location to provide for a wide variety of business needs. Loss of employment sites and premises to other uses needs to be controlled to complement the provision of new sites and ensure adequate provision for the varied needs of business.

3.36 A pro-active approach will be needed to assemble, reclaim and service previously-used employment sites and employment premises to ensure they are available for inward investors and for businesses wanting to relocate and / or expand. Sites are occasionally held back from employment use in the hope or expectation that other uses will be permitted, this can hinder employment generation in Nottingham or encourage companies seeking sites to locate elsewhere, and can leave sites disused for long periods of time.

3.37 The regeneration of previously-used employment sites and employment premises can be seriously hampered by site assembly problems. The City Council will always seek to acquire land by voluntary agreement, or through a partnership arrangement. However, there may be cases where the City Council will consider the use of Compulsory Purchase Orders to ensure regeneration objectives are met.

3.38 The City Council together with the private sector and East Midlands Development Agency (EMDA), have established Nottingham Regeneration Limited specifically to develop difficult sites and premises to achieve benefits for local people.

3.39 The City has very little land available for development. It is essential that the best use is made of what land is available. In some areas of the City, there is scope to use land better through a mix of improvement, selective redevelopment, and introducing a variety of uses. The Urban Task Force report 'Towards an Urban Renaissance' recommends that Local Authorities look

carefully at the policies and proposals of their Local Plans in order to be sure that they are maximising the potential of previously-used employment sites and employment premises.

3.40 The City has identified 3 'Regeneration Zones' where such an approach to regeneration is appropriate. Supplementary planning guidance for these zones will ensure a co-ordinated and strategic approach to regeneration. (See Regeneration and Mixed Use chapter).

E4: Outside of areas covered by Policies E1 to E3, planning permission will be granted for proposals which enable the regeneration of previously-used employment sites and employment premises. Where proposals involve a net loss of employment land they will be subject to the following criteria:

- a) demonstration that there is sufficient quantity and range of alternative supply of employment sites and premises available;**
- b) the proposal being a comprehensive redevelopment which would benefit the wider area;**
- c) the proposal including a mix of uses where practical, including job generating uses; and**
- d) the proposal not being likely to inhibit or prejudice the activities of any neighbouring occupier or business.**

3.41 It is recognised that previously-used employment sites or buildings come forward for a number of reasons, such as the need for companies to re-structure or because they no longer meet the needs of businesses. In these cases, it is important that regeneration benefits are captured and redevelopment maximises its contribution to the regeneration of the City. Piecemeal redevelopment of such sites will therefore not be acceptable.

3.42 Where existing employment sites are proposed for other uses, the City Council will require the developer to demonstrate that its loss will not prejudice the supply of alternative sites or premises available for employment use. This exercise should be related in scope to the scale of the existing employment use. Where the use is of local significance (defined as less than 0.4 ha), it will only be necessary to assess alternative supply in the locality of the proposal. However, where the existing use is of City or wider significance, then the assessment should reflect that status. Early discussion with the City Council is recommended to establish the appropriate level of assessment required.

3.43 Where such sites come forward, a Development Brief will normally be prepared to indicate the range and scale of uses appropriate to the site. Where the site is sufficiently large, a mix of uses will be expected, and regard will be had to the job generating potential of the proposal. Given the demand for modern employment premises in the City, particularly start-up units, schemes which include these will be strongly encouraged.

Regeneration and Mixed Use

Introduction

4.1 The Government has set out a vision for sustainable and well designed towns and cities in its Urban White Paper. Bringing forward appropriate mixed use developments will be a key element in realising this vision and the successful regeneration of Nottingham.

4.2 Policy ST1 in the Strategy Section of the Local Plan emphasises the contribution that a mixed use approach can make to the development of sustainable communities - increasing vibrancy and vitality, as well as providing local employment opportunities and reducing the need to travel. Promotion of sustainable development policies, including the promotion of mixed uses was also underpinned by Regional Planning Guidance for the East Midlands (RPG8). This approach has been strengthened by the recently adopted Regional Spatial Strategy for the East Midlands (RSS8, March 2005), which supersedes RPG8. This chapter contains policy guidance which seeks to promote mixed use development on appropriate sites. However, the special nature of mixed use development means that in addition to the specific policy guidance in this chapter, developers should also have regard to other relevant policies in other chapters of the Plan.

4.3 Planning Policy Guidance Note (PPG) 1 'General Policy and Principles' stated that Development Plans should identify individual sites where development should incorporate a mixture of uses with a suitable justification and consider the range of acceptable uses while PPG6 'Town Centres' emphasises the importance of mixed use development in increasing activity and personal safety. Recently, both of these PPGs have been replaced, by PPS1: Delivering Sustainable Development (2005), and PPS6: Planning for Town Centres (2005). Whilst local plan policies have been drafted in the context of the former guidance, the new guidance continues to focus on the principles of sustainable development.

4.4 The City Council has responded to both national and regional guidance through the allocation of individual mixed use development sites and the allocation of Regeneration Zones in the Local Plan. Within the identified Regeneration Zones the City Council will take a pro-active approach to securing appropriate development. This approach will be facilitated by the preparation of a clear vision for these zones in the form of master plans and site specific development briefs.

4.5 The master plans will provide the overall framework for the planning and development of the regeneration zones. They will provide the context for development briefs which will address issues such as detailed design considerations, the need for comprehensive development and more detailed guidance on the composition and mix of uses.

4.6 Both the master plan and the development brief will act as 'saved' supplementary planning guidance for the Local Plan in accordance with the Planning and Compulsory Purchase Act 2004. Master plans prepared in advance of the adoption of the Local Plan will also have this status.

4.7 Issues addressed by the supplementary planning guidance will include:

- the most appropriate mix of land uses, including amount, type and size of housing provision;
- maximising the potential of previously used employment premises and sites;
- unlocking barriers to site assembly;
- ensuring the most suitable density of development for the site;
- promoting the provision of open space and other amenities;
- identifying priorities for developer contributions;
- ensuring that local communities, business and other interests are engaged in the renewal process;
- ensuring good quality access to the development including integrated transport measures;
- promoting good quality design;
- maximising employment and training opportunities;
- promoting environmental benefit

4.8 This strategic approach to redevelopment will have regard to principles of sustainability and access by public transport, cycling and walking. Where housing is proposed, and site constraints allow, a mixture of housing types will be required to ensure a mixed and balanced community can be established.

4.9 Sites will be brought forward for development following discussions with funding agencies and developers. The needs of businesses affected by development proposals will be fully addressed and suitable relocation and support measures put in place as appropriate. While the City Council will always seek to acquire land by voluntary agreement, or through a partnership arrangement, in the event of negotiations not succeeding there may be cases where the City Council will use compulsory purchase orders to ensure regeneration objectives are met.

4.10 It is recognised that there are areas outside of the three regeneration zones which are in urgent need of regeneration activity, such as NG7 (the area focused on Radford/Hyson Green) and parts of Old Basford. However, the approach in these areas will be more tailored to community needs, and the scale of change likely is less than envisaged in the designated Regeneration Zones. An approach based on community planning is therefore considered more appropriate to the needs of these areas, rather than preparation of a master plan and formal designation through the Local Plan, or emerging Local Development Framework.

The City Centre

4.11 Nottingham has a thriving City Centre which has recently benefited from large scale investment, not only in the retail sector, but in the residential and office markets, the leisure sector and in transport. It is the most sustainable and accessible location for jobs, services and housing. Residential development can be provided successfully at higher densities with little or no parking and integrated with other uses, contributing to the vitality and safety of the City.

4.12 The City Centre Masterplan sets out a strategy to maintain and enhance the attractiveness of the City Centre and aims to ensure that new jobs, services and housing will continue to be focussed on the City Centre. The identification of mixed use sites in the Local Plan seeks to provide opportunities for continuing sustainable development for residential, leisure, education, transport, retail and office uses.

4.13 The broad types of development which would be acceptable in the City Centre are referred to in Policy ST3. While the specific mix of uses would need to be considered on a site by site basis, in City Centre locations it is important to maintain activity at ground level and those sites within areas designated as primary retail frontages should ensure the continuance of retail use in any development proposal.

4.14 City Centre sites are strategically important by virtue of their location and size, and their development will make a major contribution to the continuing renaissance of the City Centre. Development proposals should therefore, wherever possible, comprise a range of compatible uses.

MU1: Planning permission will be granted for a mix of uses on the following sites in the City Centre, as shown on the Proposals Map:

	Site	Ha
MU1.1	Trinity Square	0.28
MU1.2	Co-operative House*	0.43
MU1.3	Peoples College*	1.45
MU1.4	Wollaton Street Car Sales	0.14
MU1.5	Talbot Street Car Park	0.09
MU1.6	Rear of Central Library, Angel Row	0.08
MU1.7	Odeon Cinema, 8-9 Angel Row	0.25
MU1.8	Mount Street Car Park	0.12
MU1.9	Broad Street Telephone Exchange	0.22
MU1.10	Lower Parliament Street	0.18
MU1.11	Site at corner of Bottle Lane and Fletcher Gate	0.14
MU1.12	Site on Woolpack Lane*	0.19

MU1.13	Halifax Place / High Pavement	0.13
MU1.14	Pemberton Street	0.14
MU1.15	London Road Petrol Filling Station	0.19
MU1.16	Canal Street North	0.67
MU1.17	Birkbeck House*	0.57
MU1.18	A C Gill Site (remainder of site including public square)*	0.19

* Sites where Development Briefs have been prepared or are in preparation.

4.15 The City Council will, where necessary, prepare Development Briefs (Supplementary Planning Documents) and / or informal design guidance for individual sites. They will address issues such as detailed design aspects, the need for comprehensive development and guidance on the mix of uses and their composition including the need to provide affordable housing.

Regeneration Zones

4.16 Three areas comprising significant development opportunities have been identified as Regeneration Zones. The Regeneration Zones shown on the Proposals Map are:

- The Southside of the City Centre
- The Eastside of the City Centre
- The Waterside Area east of London Road

4.17 The areas are currently characterised by an under use of land and a generally poor environment with poor linkages to adjoining areas. They all present opportunities for regeneration schemes which can bring new investment for employment and housing, as well as improvements to the environment and community facilities, through a mix of improvement and selective redevelopment. Planning permission will be given for redevelopment for a mix of uses, having regard to saved supplementary planning guidance and emerging supplementary planning documents.

4.18 In preparing master plans for the Regeneration Zones the City Council is seeking to create robust planning policy against which successful implementation can be brought about by appropriate partnership bodies. The key to the success of these visioning exercises will be community ownership. The master planning exercises will have community involvement in their preparation and in delivery through the appropriate partnership bodies.

The Southside of the City Centre

4.19 The Southside Investment Plan has already brought forward major improvements to the Canal Side area. It is now intended to spread the benefits of regeneration to a wider area. The Southside is located close to the heart of the City Centre and has the potential to become an attractive and sustainable location for new investment.

4.20 To maximise the potential of this area planning guidance has been produced building on the Southside Study and Station Masterplan. The guidance incorporates the following:

- Development of a public transport interchange at Midland Station, including the integration of the NET line, improvements to station capacity and immediate environs. (See Transport Chapter);
- Improved links (pedestrian, cycle, bus, tram links) to the City Centre core, through the area and to the Eastside and Waterside Regeneration Zones;
- Potential for mixed use development opportunities including high quality employment sites and a mix of housing provision at appropriate densities;
- High quality design for new buildings and the urban form including the retention and development of views to major City landmarks;
- Development of a new public realm exploiting the area's water features – the Tinkers Leen and the Canal.

~~**MU2: Development proposals which improve the attractiveness and use of sites in the Southside Regeneration Zone will be promoted and encouraged. In assessing development proposals the following factors will be taken into consideration:**~~

- ~~a) the provision of comprehensively designed schemes which maximise the development potential of the area in accordance with the principles of sustainable development;~~
- ~~b) the provision of modern business accommodation, high quality offices and workshop space;~~
- ~~c) the provision of new housing providing a mixture of house type, size and affordability;~~
- ~~d) the negotiation of financial contributions, or a contribution in kind, for the provision, and where appropriate maintenance, of measures made necessary by the development. Measures could include a contribution towards an integrated package of transport measures and the development of open space; and~~
- ~~d) the provision of appropriate training schemes to be agreed with the City Council to maximise opportunities for local recruitment to jobs.~~

4.21 Extensive redevelopment in the Broadmarsh area and in the vicinity of the railway station is expected to take place in the next five years. The area south of the Midland Station will benefit from the completion of the Southern Relief Route and has considerable potential for development.

4.22 The sites listed in Policy MU3 represent a range of key sites which are likely to come forward for development over the course of the Local Plan. These sites were identified in the Southside Study completed in December 2001, which concluded that the area has the potential to become a vibrant extension to the City Centre and a gateway into the City from the south, reinforcing the revitalisation of the Meadows, and centred around the proposed railway station hub. In accordance with the Southside Regeneration Interim Planning Guidance, redevelopment

should focus on mixed use comprising elements of commercial and business uses, residential, hotel, retail and leisure, without prejudicing the operation of existing occupiers. To this end, a development brief will be prepared in respect of MU3.7 which sets out what the City Council considers is appropriate measures to ensure the future operation of existing occupiers.

MU3: Planning permission will be granted for a mix of uses on the following sites in the Southside Regeneration Zone as shown on the Proposals Map:

	Site	Ha
MU3.1*	Sovereign House	1.12
MU3.2	Hicking Site	1.83
MU3.3	Sheriffs Way / Arkwright Street	1.19
MU3.4*	130 - 158 Canal Street	0.47
MU3.5*	Midland Railway Station	5.99
MU3.6*	Station Street	0.43
MU3.7	Waterway Street	0.54
MU3.8	Carrington Street	0.07
MU3.9	Arkwright Street East	1.17

* Sites where Development Briefs have been prepared or are in preparation.

The Eastside of the City Centre

4.23 The recent growth of investment in redevelopment and building projects in and around the City Centre has encouraged plans for areas on the fringe of the centre. Although the Eastside has recently benefited from major redevelopments at the Island Site and the Ice Arena, it is still regarded as a secondary location for investment. Opportunities will be sought to bring forward sites for development, for a variety of uses including residential, employment, leisure and education. At the same time the aim will be to make the best use of existing resources in the area, such as parks and existing employment opportunities so as to create a new urban quarter with good access to the City Centre and adjoining communities of St Anns and Sneinton.

~~**MU4: Development proposals which contribute to the creation of a new urban quarter in the area of the Eastside Regeneration Zone will be promoted and encouraged. In assessing development proposals the following factors will be taken into consideration:**~~

~~**a) the provision of comprehensively designed schemes which maximise the development potential of the area in accordance with the principles of sustainable development;**~~

- ~~b) — the improvement of east-west links through the Eastside Regeneration Zone which improve connectivity between the City Centre and the adjacent residential neighbourhoods;~~
- ~~c) — the provision of modern business accommodation, high quality offices and workshop space;~~
- ~~d) — the provision of new housing providing a mixture of house type, size and affordability;~~
- ~~e) — the negotiation of financial contributions, or a contribution in kind, for the provision, and where appropriate maintenance, of measures and facilities made necessary by the development. Measures could include a contribution towards an integrated package of transport measures and the development of open space; and~~
- ~~f) — the provision of appropriate training schemes to be agreed with the City Council to maximise opportunities for local recruitment to jobs.~~

~~4.24 — The area to the east of the new Ice Arena includes the Sneinton market area and the bus depots which offer opportunities for a comprehensive redevelopment in mixed use schemes. These sites could be brought forward for mixed use developments through the relocation of the depots and the existing uses. Nearby, the former BASF site on Pennyfoot Street has been identified for mixed use development. This site would be especially suitable for a bio-medical facility which could be of regional significance.~~

~~4.25 — A master plan has been prepared for the Eastside which is saved supplementary planning guidance. The master plan addresses the most appropriate mix of uses for these and other sites in the Eastside Regeneration Zone. The master plan also reviews the role of the strategic road network and the barrier it creates for the regeneration of the Eastside and the links between the surrounding communities and the City Centre.~~

MU5: Planning permission will be granted for a mix of uses on the following sites in the Eastside Regeneration Zone as shown on the Proposals Map:

Site	Ha
MU5.1 Victoria Leisure Centre	0.46
MU5.2 Bus Depots	2.53
MU5.3 Sneinton Market	1.32
MU5.4 Huntingdon Street / Brook Street	0.41
MU5.5 Beck Street / Cowan Street	0.10
MU5.6 Pennyfoot Street	1.1

The Waterside Area

4.26 The Waterside area alongside the River Trent between Trent Bridge and the Racecourse has been identified as a major regeneration opportunity. The area has historically turned its back on the river, failing to exploit the opportunities for access and enjoyment of the waterfront for local people. However, it is intended that the Waterside will become the focus of a new strategic quarter for Nottingham.

4.27 Nottingham Waterside Limited, a partnership between Nottingham Regeneration Limited and British Waterways commissioned a master plan for the area the key elements of which are:

- A series of human scale, mixed use neighbourhoods, closely linked to the riverfront and surrounding communities;
- A new urban business location, including housing and leisure uses centred around a new canal basin on the current Eastcroft Depot;
- New residential developments around Trent Basin, along the river frontage and around Meadow Lane;
- A diagonal “boulevard” linking the canal basin to a new riverside “plaza”;
- A continuous footpath and cycleway along the north bank of the river;
- Improved walking and cycle links to the river from surrounding areas, including two possible new pedestrian / cycle bridges;
- An east-west public transport link through the area linking it to the City Centre and to surrounding areas;
- A series of new public open spaces along the canal and river waterfront;
- The development of projects in response to identified local needs;
- The identification of priorities for developer contributions.

4.28 Nottingham City Council approved the Waterside Regeneration Interim Planning Guidance in November 2001. The guidance provides an overall framework for the planning and development of the Waterside. It is supplementary planning guidance now that the Nottingham Local Plan Review is formally adopted.

~~MU6: Development proposals which contribute to the creation of a vibrant mixed use riverside quarter in the Waterside Regeneration Zone will be promoted and encouraged. In assessing development proposals the following factors will be taken into consideration:~~

- ~~a) the provision of comprehensively designed schemes which maximise the development potential of the area in accordance with an agreed master plan and the principles of sustainable development;~~**
- ~~b) the provision of a series of mixed use sustainable neighbourhoods that connect to the waterside, with each other and with surrounding communities;~~**

- ~~c) — the provision of modern business accommodation, high quality offices and workshop space including live/work accommodation for small businesses;~~
- ~~d) — the provision of new housing providing a mixture of house type, size and affordability;~~
- ~~e) — transport measures agreed with the Local Authority which contribute to the provision of an integrated transport network including an east-west public transport link through the area, linked to the City Centre, a link road between Trent Lane and Racecourse Road and the provision of a comprehensive network of cycle routes and footpaths, linked to public transport provision and the surrounding areas, and connecting Golwick Park, Victoria Embankment and the Canal along the north bank of the Trent;~~
- ~~f) — the negotiation of financial contributions, or a contribution in kind, for the provision, and where appropriate maintenance, of measures and facilities made necessary by the development. Measures could include a contribution towards an integrated package of transport measures and drainage and public space works, including open spaces and a canal basin;~~
- ~~g) — the provision of appropriate training schemes to be agreed with the City Council to maximise opportunities for local recruitment to jobs; and~~
- ~~h) — improvements to the recreational, amenity and nature conservation aspects of the River Trent corridor.~~

~~4.29 — A number of new mixed use communities will be developed in the Waterside area, with provision for employment uses. In total it is estimated that in the region of 1,000 new dwellings could be provided over the Local Plan period, with potential for additional further dwellings in the longer term. Nottingham Waterside Limited's Relocation Strategy will assist the needs of businesses affected by development proposals.~~

MU7: Planning permission will be granted for a mix of uses on the following sites in the Waterside Regeneration Zone as shown on the Proposals Map:

	Site	Ha
MU7.1	Eastcroft Depot	5.48
MU7.2*	Trent Lane Basin	11.96
MU7.3	Meadow Lane Site	8.74
MU7.4	Iremonger Road	0.94
MU7.5	Freeth Street	8.56

* Sites where Development Briefs have been prepared or are in preparation.

Rest of the City

4.30 The benefits of a mixed use approach to development do not cease with the City Centre and the Regeneration Zones - it is a central tenet of the City Council's drive to create sustainable communities as expressed in Policy ST1. Mixed use development will be particularly appropriate at locations which already have a high degree of accessibility such as the Town Centres, but it can bring significant benefits at a range of sites throughout the City.

4.31 In order to implement this policy a number of sites have been identified which would be most suitable for mixed use development. The range of uses for each site should, wherever possible, form part of a comprehensive scheme. Acceptable uses could include housing, employment, community facilities, leisure uses and open space. Reference should be made to the appropriate Development Brief for each site. Some of the sites in Policy MU8 already have the benefit of planning permission.

MU8: Planning permission will be granted for the redevelopment of the following sites for a mix of uses as shown on the Proposals Map

	Site	Ha
MU8.1*	Hucknall Road (Formans/Allied)	6.68
MU8.2	Beechdale Road (Former Co-op Dairy)	2.59
MU8.3	Lortas Road (Former Westbury School)	1.40
MU8.4	Western Boulevard	1.57
MU8.5*	Forest Mill	0.94
MU8.6*	Dunn Line Coaches, Park Lane, Old Basford	1.70

* Sites where Development Briefs have been prepared or are in preparation.

Stanton Tip

4.32 Covering an area of 43.88 ha this is one of the largest areas of under-used land in the City, and could make a significant contribution to an improved environment and the City Council's social inclusion objectives for deprived communities nearby. The Adopted Nottingham Local Plan allocated the tip as a country park but funding to implement it has not yet come forward.

4.33 Ground survey investigations are underway and coalfield funding may become available for further reclamation. If physical constraints can be overcome, this could enable restoration with new open spaces together with residential and employment development integrated with existing adjoining development through a master planning approach. This will require planning agreements to be sought with the developers to facilitate improvements to the access, appearance, security and use of open space. The tip is located in the Greenwood Forest, and is one of the few areas in the City capable of making a significant contribution to new tree planting.

~~MU9: Planning permission will be granted for open space, residential, and employment uses at Stanton Tip as shown on the Proposals Map, subject to the following:~~

- ~~a) Preparation of a scheme for the comprehensive reclamation and development of Stanton Tip for mixed uses;~~
- ~~b) Ground investigation works indicating that further restoration is feasible;~~
- ~~c) Any residential and employment development being integrated with existing development adjoining the tip;~~
- ~~d) Comprehensive enhancement of the remaining open space including improvements to its appearance, access and security, and substantial tree planting;~~
- ~~e) Retention and enhancement of the nature conservation contribution of the tip, including the Biological Site of Importance for Nature Conservation shown on the Proposals Map;~~
- ~~f) Provision of cycle path routes across the Tip, as shown on the Proposals Map; and~~
- ~~g) The submission of a Transport Assessment~~

Shopping and Town Centres

Introduction

The importance of shopping, services and leisure

5.1 The retail sector of the economy plays a key role in the well being of the City as a whole. In Nottingham retailing provides 16,000 jobs, about two-thirds of which are in the City Centre.

5.2 The availability of a wide range of easily accessible shopping facilities also makes an important contribution to quality of life. Shopping centres provide the focal points for communities and can act as a catalyst for regeneration, helping to encourage the location of other commercial activities, community, health and leisure facilities and residential uses within those centres. Achieving this diversity of uses within Centres will make an important contribution to sustainable development.

National Guidelines

5.3 The Government's advice is set out in Planning Policy Statement (PPS6) Planning for Town Centres (issued in 2005) and is in accordance with its overall strategy of sustainable development. It emphasises the need to sustain and enhance the vitality and viability of town centres which serve the whole community and are accessible by a choice of means of transport. PPS6 maintains the 'sequential approach' to selecting sites for development for retail and other key town centre uses, with preference being given to sites within existing centres rather than on the edge of, or outside, centres. The content of PPS6 has been considered in the development of this Plan.

Shopping Centre Hierarchy

5.4 The boundaries of the City Centre, the four Town Centres (Bulwell, Sherwood, Hyson Green and Clifton) and the Local Centres, which form the City's hierarchy of traditional shopping centres, are defined on the Proposals Map. The City Centre and the four Town Centres are considered to act as town centres, as defined in PPS6, whereby they are the focus for shopping, services, leisure, community activities and public transport and are locations where mixed use development should be encouraged. Their boundaries therefore cover a wider area than the main shopping areas. The main shopping area is defined by the extent of the Primary Shopping Frontages in the City Centre and by the Town Centre Shopping Areas [these constitute the 'City Centre' and 'Town Centres' for PPS6 retail purposes (PPS6 Annex A, table 1 Types of Centre)] and Local Centre Shopping Areas elsewhere.

5.5 The Local Centres vary in size but correspond to the definition of district or local centres in PPS6, according to the services and facilities they provide. The Local Centres fulfil an important function for local neighbourhoods and this must be maintained and enhanced to encourage sustainable communities with access to a range of shops and services by means other than the private car.

5.6 Within all of these Centres the principle of retail development is acceptable. The location of a range of other services and facilities in these Centres is also very important, extending their function and contributing towards sustainability by facilitating linked trips. The Town Centres, in particular, are well placed to play a vital role in the realisation of sustainable communities, provided that their attractiveness and convenience for shoppers is enhanced and development opportunities are maximised. They are also accessible locations for sports, leisure, entertainment and arts facilities and Policy R7 in the Recreation and Leisure chapter refers to the development of such facilities in both the City Centre and Town Centres.

Retail Capacity

5.7 The City and County Councils jointly commissioned the Greater Nottingham Retail Study Report (2002) to identify the need for new retail floorspace over the Plan period. The assessment of expenditure growth and existing floorspace and commitments concluded that there was limited capacity for out of centre retail warehouses or major new foodstores in the period up to 2011. For retail warehousing, commitments at the time of the Study account for much of this limited extra capacity. The study therefore recommends no further sites be allocated for retail warehousing or major new foodstores. As part of any need assessment accompanying a planning application for edge or out of centre retailing, a reference is expected to be made to the findings of the Greater Nottingham Retail Study, and a justification for the individual proposal in relation to the overall findings.

5.8 In terms of City Centre comparison shopping, the Study demonstrates that there is the potential to increase City Centre floorspace by up to 90,000 m² by 2011. The study concluded that new development should provide a qualitative increase in the City Centre's retail offer, by addressing the limitations of the existing retail stock, allowing for the City Centre's share of the sub-regional market to be increased.

5.9 In terms of the City's hierarchy of Centres, the Study concluded that the existing hierarchy is adequate, but recommended that Bulwell be considered a 'Major District Centre'. Whilst it does have a more significant comparison role than other Town Centres, it is defined as a Town Centre (along with Sherwood, Clifton and Hyson Green) in the Local Plan for simplicity, because the same policy approach applies to both types of centre.

The City Centre

5.10 Nottingham City Centre is of national, as well as regional, significance as one of the top shopping destinations in the country, being regularly placed in the top five in the UK league tables for retail strength and diversity.

5.11 Although Nottingham is competing very successfully with other cities and the proliferation of out-of-centre retail parks has been stemmed by Government policy, the City Centre must continue to enhance its range of retail facilities and shopping environment in order to meet the ongoing challenge not only of other major shopping destinations, but also of rapidly changing retail needs and new forms of shopping such as the internet.

5.12 There is an important relationship between shopping, the pedestrian environment and City Centre accessibility. Much progress has been made in recent years in improving car parking for shoppers by increasing the security of the City Centre's public car parks, and private car park operators have been encouraged to do the same. The implementation of the Nottingham Express Transit tram system is improving linkages to, and within, the City Centre.

5.13 The City Centre, as defined on the Proposals Map, offers 287,000 m² (3,088,100 sq. ft.) of retail floorspace (Use Class A1) but availability of floorspace is being outstripped by demand with over 200 retailers having a requirement for space here.

5.14 There is an increasing demand for larger units, up to 2700 m² (30,000 sq. ft), but a limited number of large shop units available. This has resulted in:

- redevelopment or renovation of smaller stores to create larger units;
- take-up of space on upper floors and in basements;
- location of some niche market retailers away from traditional locations to those previously considered unsuitable, such as Victoria Street and Byard Lane.

5.15 Specialist shops and independent retailers are largely found in the Hockley area and west of the Old Market Square, away from the main north-south shopping axis. It is important to foster these areas to enhance Nottingham's individuality and appeal as a regional shopping centre.

New Retail Development in the City Centre

S1: Planning permission for retail development within the Primary Shopping frontages, defined on the Proposals Map, will normally be granted having regard to the following considerations:

- a) whether they reinforce the range of retail facilities and attractions of Nottingham as a regional shopping centre, particularly department stores, larger retail units and speciality shopping;**
- b) whether they create more commercially attractive retail units through renovation or redevelopment of existing retail units, to a high quality of design that safeguards the character of the area;**
- c) whether they reinforce the retail vitality of the primary shopping frontages, especially west of the Old Market Square and in the Hockley area;**
- d) whether they help to create an attractive and safe pedestrian environment, which provides accessibility for people with disabilities; and**
- e) whether they help to improve the appearance of the City Centre.**

5.16 Retail development refers to uses which fall within Use Class A1 of the Town and Country Planning (Use Classes) Order 1987 as amended by SI2005/85. The importance of other Use Classes within the City Centre is recognised and these are subject to policies S6 to S11.

S2: Planning permission will be granted for a major retail development and extension to the Broad Marsh Centre, as shown on the Proposals Map, to accommodate shopping, leisure and associated uses of regional significance together with a transport interchange and car parking.

5.17 The redevelopment and extension of Broad Marsh Shopping Centre is a fundamental element of the regeneration and economic development strategy for the City Centre. It is intended to:

- Provide attractive space for retail expansion to meet current and anticipated demand;
- Strengthen the range and quality of the retail 'offer' to expand Nottingham's regional role;
- Enable the effective integration of the expanding Southside of the City Centre with the central core by establishing attractive and legible pedestrian routes. This will require the closure of Collin Street;
- Provide a fitting entrance to the City from the Midland Station and other key gateways to the City;
- Maximise the benefits of public transport infrastructure including the NET, planned improvements to the Midland Station, bus infrastructure and park and ride, all of which focus on Broad Marsh.

5.18 The Broad Marsh redevelopment and extension will be the most significant development scheme in the City over the Plan period. Outline consent has already been granted. A high quality development will be essential to ensure its successful contribution to the skyline, townscape and streetscape of this key location. Car parking issues are considered in the context of Policy T15.

S3: Planning permission will be granted for retail development, or mixed use development predominantly for retail uses, on a site adjoining the Victoria Centre, as shown on the Proposals Map.

5.19 There is an opportunity to extend the Victoria Centre and create more attractive retail floorspace by redeveloping this site fronting onto Lower Parliament Street and Glasshouse Street. A planning permission currently exists on this site for retail development.

5.20 There may be further potential for retail development on other sites, for example, the introduction of new pedestrian links across the Inner Ring Road are helping to create opportunities for new retail development by enhancing the accessibility of some locations for shoppers. Opportunities for new retail development may also arise as part of mixed use schemes on City Centre sites identified in Policy MU1, in the Regeneration and Mixed Use chapter.

Town and Local Centres

New Retail Development in Town and Local Centres

- S4: Planning permission for retail development within the Town Centres and Local Shopping Centres, defined on the Proposals Map, will normally be granted having regard to the following considerations:**
- a) **whether it maintains the compactness of the shopping area for the convenience of shoppers;**
 - b) **whether it is compatible with the scale and nature of the Centre;**
 - c) **whether it reinforces the range and vitality of retail facilities and attractions of the centre;**
 - d) **whether it helps to improve the environment of the centre, including appearance and accessibility for people with disabilities.**

5.21 The four Town Centres - Bulwell, Clifton, Hyson Green and Sherwood - fulfil similar functions although they do differ in scale and character. The City Council has produced a Performance Indicators Report for each Town Centre in accordance with recommendations in PPS6. These provide detailed information on each Centre which allows a 'health check' to be made on its performance as a retail centre. It is intended that these reports will be updated regularly to help identify progress or problems and the resources needed to address them. The City Council is committed to encouraging the enhancement and revitalisation of these Centres. Strategies to improve the accessibility, environmental quality and safety of the Town Centres will be produced.

5.22 Hyson Green Town Centre has been in decline for many years but there are some indications that the situation has been improving more recently. The City Council has implemented a policy of encouraging conversion of vacant shop units to residential use towards the northern and southern peripheries of the Centre in order to concentrate the shopping frontages into a compact area more closely related to the major shops and community facilities. The boundaries of the Town Centre on the Proposals Map have been redefined to reflect this.

New retail development on the edge of or outside existing centres

- S5: Planning permission for new retail development (other than to meet purely local needs) outside existing centres will only be granted where the need for the development has been demonstrated and where no suitable sites are available firstly, within the City Centre or Town Centres or secondly, on the edge of the City Centre or Town Centres or within Local Centres.**

Where the need for the development has been demonstrated and no suitable sites are available within Centres, planning applications for new retail development on the edge of or outside the City Centre or Town Centres, or outside Local Centres, will be considered against the following criteria:

- a) whether the proposal would impact on the strategy and objectives of the Local Plan to sustain and enhance the vitality and viability of existing Centres, either by itself, or cumulatively with other proposals;**
- b) the extent to which the site is, or can be made, accessible by a choice of means of transport and whether the proposal would add to the overall number and length of car trips;**
- c) whether the development would assist in enabling the wider redevelopment of brownfield sites for a variety of uses;**
- d) whether there are alternative sites available which better meet the above criteria.**

5.23 Policy S5 seeks to channel retail development to locations where a higher proportion of trips is likely to be made by public transport and where multi-purpose, linked trips are more likely. This will enable a reduction in the use of the private car and allow a more sustainable form of development. The objectives of the Local Plan for sustaining and enhancing existing centres is dependent on ensuring that any development of out-of-centre sites would not be to the detriment of the vitality and viability of the City, Town or Local Centres. An edge-of-centre site is defined as one within easy walking distance (usually no more than 300m) of the primary shopping area. In accordance with PPS6, applications for retail developments over 2,500 m² (or occasionally for smaller developments) should be supported by a Retail Impact Assessment. The onus will be on the developer proposing a development on the edge of, or outside, existing centres to demonstrate that there is a need for the development and that there are no suitable sites within those centres. The assessment of need should include capacity in physical terms, demand in terms of available expenditure within the proposal's catchment area, qualitative factors and any other factors relevant in any particular case. Policy S5 also seeks to maximise opportunities for regeneration from retail development.

5.24 The sequential approach to site selection does not seek the accommodation of all new development within or on the edge of the City Centre, but seeks to ensure development is guided to the appropriate level in the hierarchy. The City Council does, however, wish to maintain the primacy of the City Centre. For development that serves a City-wide catchment or greater, the first preference is the City Centre followed by edge of City Centre sites. Town Centres are also preferred locations for development that would serve their catchment and this should be met within the appropriate Town Centre or failing that on its edge. Local Centres are preferred locations for development that would serve a local catchment. Only if, after taking account of flexibility of format, development cannot be accommodated within or adjacent to the appropriate centre, should out of centre sites be considered.

5.25 In implementing Policy S5 the City Council will have regard to the need for small-scale convenience shopping provision in areas of deficiency to provide for the day-to-day requirements of local residents. Such developments should be of a scale and nature appropriate to serving a local catchment area and should not be intended to attract car-borne trade from elsewhere.

5.26 Under criterion (a) of Policy S5, the City Council would have to be satisfied that the level of turnover and the pattern of trade from a proposal would not be to the detriment of the vitality and viability of shops in the City, Town or Local Centres or prejudice proposals for the expansion and improvement of those Centres. Where the City Council considers that the effect of an unrestricted development, on its own or together with other proposals, would seriously affect the vitality or viability of existing centres, it may, as an alternative to refusal, consider granting permission subject to planning conditions or obligations to restrict the range of goods sold or the size of individual units. This will be particularly relevant to any edge-of-centre or out-of-centre retail warehouses that are considered acceptable in terms of Policy S5. In these cases it is likely that the range of goods would be restricted to bulky goods, such as DIY goods, and the size of unit would usually be expected to be a minimum of 1,000m² (11,000sq ft) gross floorspace.

5.27 New retail development should be easily accessible by public transport, foot and bicycle, which usually means it has to be located in existing centres. However the City Council recognises that in some cases works can be carried out to make sites accessible. Under criterion (b) a transport assessment, including modal split, will be required. Where necessary, planning conditions and obligations will be used to secure new or improved public transport links and access for pedestrians and cyclists. New retail development will also be subject to the provisions of Policies T1, T2 and T3 in the Transport Chapter which relate to issues such as accessibility by means of transport other than the private car, impact on overall travel demand and patterns, and car parking levels.

5.28 Criterion c) ensures that wherever possible, development occurring on the edge of, or outside of existing centres, contributes to the regeneration aims of the City Council. PPS6 indicates that regeneration is not to be seen as an indication of need for additional retail floorspace. However regeneration benefits could be a material consideration when assessing such development. Each site will be dealt with on its merits dependent on the size, location, need assessment of the development, and all other material considerations.

5.29 The sequential test as promoted by PPS6 deals with comparisons within and on the edge of centres. Although a development site may have been successfully sequentially tested against a centre, it may not be the most appropriate out of centre site. Other sites may be better located, more accessible or less of a threat to an existing centre. Extensions to existing out of centre developments may be preferable to completely new developments.

5.30 The City has a number of existing out-of-centre, freestanding retail warehouses and foodstores as well as retail parks at Queens Drive, Hucknall Lane, Radford Boulevard, Castle Bridge Road and Meadow Lane. Planning permission for many of these was granted subject to conditions restricting the range of goods which could be sold. Applications for extensions to these retail uses, or to expand the range of goods and services currently permitted to be sold, will be determined in accordance with the test of need, the sequential approach and the other considerations set out in Policy S5.

5.31 Planning applications for 'factory shops' will be determined in the context of Policy S5 unless they are within premises mainly in employment use (Use Classes B1, B2 and B8) where the retail sales are ancillary to the main use, the goods for sale are produced in the same premises and there are no shopfront proposals.

Key Town Centre Uses

5.32 Retail uses underpin the existing centres and must continue to do so to ensure their future success, but there are also a variety of other key town centre uses which, together with retailing, can contribute to a centre's vitality and viability. Leisure and entertainment uses, restaurants, pubs, cafés, bars and hot food takeaways have a role to play and make a particular contribution to the evening economy, and where they attract a lot of users, they are defined as key town centre uses. The location of food and drink outlets will be subject to Policy S7. However, due to increasing conflict with residential uses, where activity associated with licensed premises and late night hot food outlets has created problems of noise and nuisance at night, these uses will require careful consideration. In particular, large venues (A4 bars and nightclubs [sui generis] over 1,000 capacity) generate activity both at and outside the premises on neighbouring streets and they are increasingly the focus for noise, disturbance and anti-social behaviour. It is considered that the existing number of premises with large capacities requires a restrictive approach to further provision.

5.33 Entertainment, leisure and office uses which attract large numbers of people will be encouraged to locate in existing centres. Entertainment and leisure uses within centres are covered by Policy R7 and outside centres by Policy R8. These policies aim to focus such development in existing centres wherever possible. Policy T1 is applicable to offices.

Non-Retail Uses

S6: Within the primary shopping frontages in the City Centre, the shopping areas in the Town Centres and within the Local Centres, shown on the Proposals Map, planning permission will be granted for change of use from shops (Class A1) to other uses where the proposed use is not detrimental to the vitality and viability of the City Centre, Town Centre or Local Centre and the predominantly shopping character of the frontage. The assessment of the proposal will involve consideration of:

- a) the existing number, proximity and distribution of uses other than Class A1 and the proportion of vacant street level property in the shopping area ;
- b) the length of frontage of the proposal;
- c) the location and prominence of the proposal in the shopping area;
- d) the nature of the proposed use, including the associated level of activity, hours of operation and whether a shop front would be included;
- e) whether the proposed use would be harmful to the living or working conditions of nearby occupiers and residents.

5.34 The continuity of shopping frontages, with their varied window displays, contributes to the character of centres and is important to their retailing function. However services and leisure uses are becoming increasingly important to the vitality of centres.

5.35 The City Centre's primary shopping frontages, shown on the Proposals Map, include the frontages that are most important for shopping at present and those which the City Council wishes to enhance in the future in terms of widening retail activity throughout the shopping area. Policy S6 aims to retain shopping uses (Use Class A1) in the primary retail frontages in the City Centre and a high proportion of such uses in the shopping areas of the Town Centres and within Local Centres. However non-retail uses, including financial and professional services (Use Class A2) and other key town centre uses can make an important contribution to the wider role of these Centres and the considerations in the Policy will be applied flexibly to allow other uses where they would not be detrimental to the vitality and viability of the shopping centre.

Food and Drink

S7: Planning permission will be granted for food and drink uses (Use Classes A3, A4 and A5) where:

- a) for key town centre uses, the location is in accordance with the sequential approach set out in Policy S5;**
- b) the character or amenity of the area would not be detrimentally affected;**
- c) the development would not result in, or aggravate, traffic congestion or be a hazard to road safety;**
- d) the development includes adequate consideration of efficient ventilation, bin storage and sound insulation; and**
- e) the effect of noise, disturbance, anti social behaviour, smells and litter on the amenities of nearby occupiers and residents, is capable of being adequately controlled by means of planning conditions or obligations, including those requiring the installation of CCTV and the limitation of opening hours where appropriate.**

5.36 Restaurants and cafes fall within Use Class A3; public houses, winebars and café/bars are Use Class A4; and hot food take-aways form Use Class A5. Where they attract a large number of users they are considered to be key town centre uses which can make a positive contribution to town centre diversification, making these centres more attractive and allowing easy accessibility to these facilities by a choice of means of transport. Nightclubs also fall within this category and are also subject to Policy R7 and R8. The most appropriate locations will therefore be in the City Centre, Town Centres and, for small scale facilities serving a local catchment, Local Centres.

5.37 However the potential impact on an area, particularly in terms of noise and disturbance, can vary according to which of the uses within Use Classes A3, A4, A5 or nightclubs is proposed and it may therefore be necessary to distinguish within the individual use classes in assessing whether a proposal is acceptable in a specific location. A4 uses (drinking establishments) can result in noise and disturbance on the street from customers leaving the premises in the late

evening. In locations where this would be detrimental to residential amenity such uses may be inappropriate or may only be acceptable subject to planning obligations to adequately control the dispersal of customers. Hot food take-aways (A5) can give rise to problems such as noise and smells from the premises, litter dropped by customers, and noise and disturbance from customers arriving and departing by car or on foot. Car-borne custom can also lead to on-street parking. This type of use may not, therefore, be acceptable in predominantly residential areas even if it has been established that there are no suitable sites available within, or on the edge of, existing centres.

5.38 Where planning permission is granted for food and drink uses (Use Class A3, A4, A5 and nightclubs), planning conditions to control opening hours will be imposed having regard to the following guidelines:

- in the City Centre opening hours will not be restricted, with the exception of areas which have a significant residential presence in the vicinity;
- in Town Centres and in Local Shopping Centres on main radial route frontages permitted opening hours will normally be between 9.00am and 12.00 midnight.

5.39 In some parts of the City Centre, such as the Lace Market there are clusters of residential uses where the impact of additional food and drink uses generating night-time activity requires careful consideration. Unrestricted opening hours are unlikely to be appropriate in such locations.

5.40 Given the criteria set out in Policy S7, it is unlikely that there will be many occasions when A3, A4, A5 and nightclubs uses will be acceptable outside existing centres. However in cases where such locations are acceptable the permitted opening hours will normally be more restrictive than those set out above in order to protect residential amenity.

S8: Planning Permission will not be granted for high occupancy (1,000 people or greater) licensed premises (A4 and nightclubs) in the City Centre, unless it can be clearly demonstrated that they will not give rise to increased noise, disturbance, or anti social behaviour.

5.41 Large licensed venues can give rise to particular problems of public disorder, noise and disturbance. Large venues are those with a capacity of over 1,000 people, which equates to a customer floorspace of about 500 m² or more. There has been a significant increase in such incidents over recent years. There are already many such venues in the City Centre, and it is considered that further provision is likely to seriously exacerbate the existing situation. Applicants will be required to liaise with police and the City Council, to demonstrate that proposals will not give rise to or exacerbate these problems.

Upper Floors

~~S9: In the City Centre, Town and Local Shopping Centres planning permission will be granted for the use of upper floors for any appropriate purpose, including residential, except where the use would:~~

~~a) be seriously detrimental to the living conditions of nearby occupiers; or~~

~~b) — compromise specific security requirements of nearby occupiers; or~~

~~c) — cause unacceptable conflict with rear servicing requirements.~~

~~5.42 — The City Council wishes to encourage the use of vacant and underused space above shops and other ground floor uses in the existing centres as this will encourage mixed use, contributing to the creation of sustainable communities, but Policy S9 recognises that sensitive handling is required to avoid conflict with surrounding occupiers. Policy H4 in the Housing chapter provides additional criteria which will be taken into account in the consideration of applications for residential use of upper floors.~~

Markets

~~S10: — Planning permission will be given for the establishment of new markets in, or adjacent to, the City Centre, Town Centres and Local Centres where:~~

~~a) — the market would enhance the vitality and viability of the shopping centre;~~

~~b) — adequate provision is made for storage of stalls, parking of traders' vehicles and market facilities; and~~

~~c) — the effect of noise, activity, parking and traffic generation would not have an unacceptable impact on the amenities of the area.~~

~~5.43 — Nottingham has a tradition of open markets selling a wide range of food and other convenience goods. The existing markets contribute to the vitality of the centres in which they are located. Appropriate locations for markets may be on car parks, pedestrian areas or other open space available within the Town or Local Centres subject to satisfactory dual use of the space. Redevelopments in shopping centres may provide opportunities to include open space suitable for markets. There are opportunities in the City Centre for specialist markets. Proposals for markets which are not of a traditional nature, such as car boot sales, will be assessed on their individual merits.~~

Petrol Filling Stations

~~S11: — Planning permission for new petrol filling stations, and for the refurbishment of existing premises, will be granted where:~~

~~a) — the development would not have a detrimental impact on the vitality or viability of any Town Centre or Local Shopping Centre;~~

~~b) — the development would not have a detrimental effect on the amenities of nearby occupiers;~~

~~c) — the development would not be detrimental to the character of the surrounding area; and~~

~~d) — the development would not result in, or aggravate, traffic congestion or cause a hazard to road safety.~~

5.44 — The introduction or expansion of other retail sales (goods other than day-to-day motoring requirements) from petrol filling stations can fill a gap for convenience 'top-up' purchases in areas which are deficient in local shopping facilities. However this must be subsidiary to the primary use as a petrol filling station and careful consideration will be given to the impact of retail sales on Town or Local Centres in the vicinity. Consideration of the layout of the site to ensure the safety of shoppers visiting on foot will also be necessary.

5.45 — In considering the effect of a proposed petrol filling station on the amenities of nearby occupiers and the character of the area, the location and design of the canopy and associated structures, illumination, surfacing and landscaping details will be taken into account. Where necessary, planning permission may be granted subject to the imposition of conditions limiting the hours of use. The layout and design of the development must also allow space for waiting vehicles to queue within the boundary of the site.

5.46 — Changes in petrol retailing have led to a number of vacant sites becoming available which can be difficult to redevelop due to contamination and land preparation costs. The City Council will actively promote the redevelopment of closed petrol filling stations for new uses, subject to the other policies of the Plan and the agreement of a programme of remediation works.

Recreation and Leisure

Introduction

6.1 Nottingham has a range of open spaces which make a major contribution to the quality of life of City residents and visitors. These include parks, playing fields, allotments, cemeteries, playgrounds, woodland, boulevards, rivers and canals, paths, squares, and other incidental spaces. This 'network' of open spaces makes a major contribution to the visual character and image of Nottingham, provides for a diversity of recreation needs, and is important for its landscape and nature conservation interest. Establishing a linked network of open spaces and range of space types will allow this under-capitalised resource to be considered as a whole and will facilitate a more strategic approach to management. Sites and the links between them can then be considered not only for their individual open space function but also for their value to the open space network and the contribution they make to the quality of life.

6.2 The Open Space Network supports City Council objectives set out in the Nature Conservation Strategy and the Tree Strategy. The City Council's Open Space Strategy 'Space To Breathe', which is complementary to the contents of this chapter, is currently being reviewed.

6.3 Open spaces and sports and recreational facilities that are of particular value to a local community should be recognised and given protection by local authorities through appropriate policies in plans (Planning Policy Guidance Note (PPG)17 'Planning for Open Space, Sport and Recreation,' 2002). PPG3 'Housing' (2000) states that local planning authorities should have clear policies for the protection of open space and playing fields, and new housing developments should incorporate sufficient provision where such spaces are not already adequately provided within easy access of new housing.

6.4 However, some areas of open space can be threatening to use or not easily accessible, 'left over' space from previous development or in areas which are well provided with better alternative spaces. Where these problems cannot be resolved, allowing limited development could help to consolidate or upgrade facilities and the quality of the Open Space Network as a whole, by providing finance to upgrade other open spaces, modernise facilities, and ensure ongoing maintenance to a high standard. The benefits of such releases would need to be tangible to local people in terms of community safety, upgraded facilities and increased quality. In areas of open space deficiency (defined as residential locations more than 400 metres from an area of publicly accessible open space), this should not result in a net loss of local open space.

6.5 Some open spaces within the City, such as private sports grounds, institutional grounds and allotments, do not have public access. Nevertheless they can fulfil an important role in terms of enhancing biodiversity and the visual character of the City. Where private spaces fulfil this role, they are defined as part of the open space network. Smaller open spaces of less than 1 hectare are not shown on the Proposals Map. Nevertheless, they also make a contribution to the Open Space Network.

6.6 Many open spaces are of wildlife importance providing a vital environment for flora and fauna. A draft document on Biodiversity and Planning, which supports policies in the Nottinghamshire Structure Plan, provides a strategic context for dealing with development affecting nature conservation interests. The City Council's Nature Conservation Strategy identifies the wildlife network of Nottingham and the need for defined consultation mechanisms to ensure that all stakeholders are involved.

The Open Space Network

Development of Open Space

R1: Planning permission will not be granted for development which would adversely affect the parks and open spaces and the green links between them forming the Open Space Network as shown on the Proposals Map. Planning applications will therefore be considered against the following criteria:

- a) whether the land is underused and undervalued, and is not required for open space use within the Network;**
- b) whether the development would have a detrimental effect on the open space, environmental, landscape character, or wildlife value of the Network as a whole;**
- c) whether the development will enhance the Network, particularly in areas of open space deficiency, and help to achieve the City Council's aims for the open space resource;**
- d) whether the land is a small part of a major open space and would not result in the loss of integrity of the open space or be detrimental to its function as part of the Open Space Network**
- e) whether the proposal would involve partial development of a smaller open space as an amenity locally or as part of the overall Open Space Network.**

6.7 The Proposals Map shows those elements of the Open Space Network which are of 1 hectare or more and any particularly important areas which are less than 1 hectare. They include parks, public and private playing fields, golf courses, allotments, play spaces and other green spaces.

6.8 The City Council will only consider limited releases of open space to development in specific circumstances where it would generally not result in detriment to the Open Space Network, and if possible improve it. Such releases would be considered only as part of a more comprehensive 'action area' approach identifying wider areas of improvement, for instance developing enhanced facilities or including an element of residential development to increase surveillance. The City Council will secure, through a planning obligation or conditions, with the developers, improvements to the open space, and/or provision of other community facilities locally.

6.9 Generally opportunities to create significant new areas of open space are very limited in some areas of the City, and dependent on development or redevelopment taking place. This is the case in the City Centre, where smaller open spaces associated with new development can enhance the contribution of open spaces in the City Centre generally to the City's open space resource.

Open Space in New Development

R2: The City Council will negotiate through planning obligations a contribution from developers to make provision for additional areas of publicly accessible open space, on site or within the locality, where there is a need created by the development.

6.10 The City Council will negotiate with developers for provision of publicly accessible open space, including play areas if appropriate, where it is considered there is a need created by the development. Where the open space is primarily for the benefit of the development itself, the City Council will expect the developer to enter into a management agreement to maintain the open space. If the developers wish the City Council to adopt the space, a commuted sum for maintenance will be sought.

6.11 In circumstances where the location and physical characteristics of the site and the surrounding area preclude or restrict the creation of new publicly accessible open space, the City Council will negotiate a contribution from the developer to enhance existing local open space, or improve access. This could include joint use of playing fields, and temporary use of appropriate sites, in consultation with the local community.

6.12 Residential development should provide local publicly accessible open space to serve the development having regard to the City Council's related SPG. The City Council will secure that provision through planning conditions or a planning obligation.

6.13 In considering planning applications for major new developments in the City Centre, the City Council will, where appropriate, negotiate planning obligations with developers to provide or improve publicly accessible squares and open spaces.

6.14 Where necessary, the City Council will, as a last resort, use compulsory purchase powers to secure necessary land for publicly accessible open space, including play areas and public squares.

Access to Open Space

R3: Where open space, play areas or squares are included in development, planning permission will not be granted for schemes which do not provide good access, public safety, and security.

6.15 New open space, particularly play areas, must be designed to be safe, easily accessible, clearly visible and located to minimise nuisance to nearby residents. If open space is not open to view, or there are poorly located or too few entrances, access may be difficult and the perception of personal safety diminished. This particularly affects young children, elderly people and disabled people.

Rivers and Waterways

~~**R4: Where relevant, the City Council will negotiate planning obligations, or impose conditions, to secure improvements to access, and the provision of public open space, along the River Trent Corridor, Nottingham Beeston Canal, River Leen Corridor and Fairham Brook Corridor. Planning permission for development which could adversely affect these corridors will not be granted.**~~

~~6.16 The River Trent, Nottingham Beeston Canal, River Leen and Fairham Brook are key elements of the Open Space Network, both in terms of the water areas and adjoining embankments and open spaces. The City Council intends to enhance the potential of these water features, from the recreational, amenity, landscape and visual point of view, and to protect and enhance their role as wildlife habitats and corridors.~~

~~6.17 A strategy for improvements to the River Trent Corridor to create a regional country park is being drawn up with partners in adjoining authorities, relevant agencies and Nottingham Development Enterprise. This will help to realise the full recreational, ecological and economic development potential of one of the most important natural assets of the City and the wider region. It will be a key strategic planning priority over the plan period and beyond.~~

Sports, Leisure, Entertainment and Arts Facilities

Playing Fields and Sports Grounds

R5: Planning permission will not be granted for development which would result in the loss of existing playing fields and sports grounds including those at educational establishments unless:

- a) there is no existing or future need for the facility and development does not adversely affect the overall quality of provision;**
- b) equivalent or improved alternative provision can be made in a suitable location;**
- c) the proposed development only affects land incapable of forming, or forming part of, a playing pitch and does not result in the loss of, or inability to make use of any playing pitch;**
- d) the site's contribution to the visual amenity of the surrounding area or to the Open Space Network is not unacceptably harmed; and**
- e) the site's role as part of a wildlife corridor or reserve is not unacceptably diminished.**

6.18 Playing field provision must be considered both as a city-wide resource and in terms of its contribution to local community needs, as well as its wider landscape and amenity role. Some areas of the City are deficient in playing fields. It is therefore important that playing pitches are protected from development, particularly in such areas of deficiency.

6.19 The City Council commissioned a study of Playing Pitch provision in Greater Nottingham which reported back in May 2001. This carried out a qualitative assessment of supply based on an approach outlined in the National Playing Fields Association (NPFA)/Sports Council/Central Council of Physical Recreation (CCPR) 'Playing Pitch Strategy' 1991, and a quantitative assessment based on the NPFA minimum standards for outdoor playing space. The former reviews playing pitch requirements at a local level based on local assessment and consultation and taking into account levels of use and pitch management. The quantitative approach is a 'cruder' national blanket method.

6.20 The City's policies will therefore be based on the qualitative approach. This shows an overall surplus of pitch provision of 20.5 hectares in Greater Nottingham, of which 6 hectares were in the City.

6.21 The Study also examined characteristics within the Area Committee areas of the City of Nottingham. There was a broad correlation between areas of the City found to have qualitative shortfalls of playing field space and areas considered to be deficient in open space generally. In these areas of deficiency playing fields are particularly valued as they can serve a wider open space role.

6.22 Sport England is a statutory consultee on all issues affecting playing fields including planning applications for development that would lead to the loss of, or prejudice the use of, playing fields for sport. In addition, local authorities are required to seek the prior consent of the Secretary of State for Education and Skills before they can dispose of a school playing field, or change its use to any purpose other than for the educational purposes of a maintained school or for recreation.

6.23 Where alternative provision is proposed, its size, quality and accessibility will be assessed. Alternative provision which, in relation to the existing facility, is smaller, and of inferior quality, is unlikely to be considered satisfactory. When considering these factors, the City Council will take into account the findings of the Playing Pitch Study, and particularly whether the area in which the facility is situated is shown to have a qualitative shortfall or surplus of playing pitches.

6.24 The City Council will liaise closely with Sport England, the NPFA, and other organisations in developing proposals for improving the use and development of sports facilities in the City. There is considerable scope for promoting joint use/dual use initiatives to make better use of sites and facilities. Particular attention will be given to meeting gaps in the overall network of supply as shown by the Playing Pitch Study referred to above.

Allotments

R6: Planning permission will not be granted for development which would result in the loss of existing allotments unless:

- a) there is no need for the allotments or there is a need but compensatory provision can be made elsewhere nearby;**
- b) partial redevelopment of existing allotments will result in more efficient use, and improvements to, the remaining allotments in a specific location;**

- c) **the allotments do not make a valuable contribution to the Open Space Network or their development would not be significantly detrimental to the visual amenity of the surrounding area; and**
- d) **the wildlife interest, as part of a reserve or corridor, can be accommodated without detriment in the proposed scheme.**

6.25 Allotments have an important recreational function, as well as having nature conservation value. The majority are owned by the City Council. The City Council's Allotment Charter gives a commitment to maintaining an adequate supply of allotments commensurate with the level of demand for them. Where planning permission for development of allotments is granted, alternative provision will be made within the locality.

Sports, Leisure, Entertainment and Arts Facilities

~~R7: Planning permission will be granted for the development of appropriate sports, leisure, entertainment, and arts facilities, in the City Centre and the Town Centres, subject to the effects of noise, disturbance and litter on the amenities of nearby occupiers being adequately controlled. Where appropriate, the City Council will negotiate planning obligations with developers, or impose conditions, where there are opportunities for the improvement of existing sports, leisure and arts facilities in the City Centre and Town Centres.~~

~~6.26 Sports, leisure, entertainment and arts facilities are important contributors to the quality of life of people who live and work in the City, and to shoppers and visitors. The City Council will encourage development of these facilities in existing centres, to enhance their vitality and viability, and to ensure facilities are easily accessible to most people.~~

~~6.27 Where these facilities are located close to other uses, particularly in existing centres, it is important that they do not have a detrimental effect on the amenity enjoyed by occupiers of adjoining properties. Where necessary, planning conditions will be imposed or planning obligations negotiated with developers to protect the amenities of neighbouring occupiers. This applies particularly to uses such as nightclubs in the City Centre, where they are proposed close to properties which have been converted to residential use. As well as this Policy, and Policy R8 below, Policies S7 and S8 of this Plan also deal with food and drink uses, and large licensed premises, in town centres.~~

~~R8: Planning permission for appropriate leisure uses outside the City Centre, Town Centres, and Local Centres will only be granted where a need has been demonstrated for the development. Where there is a need, it must be shown that no suitable sites are available firstly in the City Centre, Town Centres, or Local Centres, or secondly on the edge of the City Centre, Town Centres, or Local Centres, before any out-of-centre locations will be considered.~~

~~Subject to the above requirements, planning applications for leisure uses on the edge of, or outside, the City Centre, Town Centres, or Local Centres will also be determined having regard to the following criteria:~~

- ~~a) the extent to which the proposal would undermine the strategy and objectives of the Local Plan to sustain and enhance the vitality and viability of existing centres;~~
- ~~b) whether the site is accessible, or can be made accessible, by a choice of means of transport and without:

 - ~~i) causing a detrimental effect on the local highway network; and~~
 - ~~ii) causing an unacceptable increase in traffic locally~~~~
- ~~c) whether the proposal would add significantly to the overall number and length of car trips;~~
- ~~d) for edge of centre locations, whether the nature of the development is consistent with the scale and function of the centre;~~
- ~~e) whether the development would assist in enabling the wider redevelopment of brownfield sites for a variety of uses.~~

~~6.28 Current Government planning policy advice is firstly that a need for additional leisure uses should be demonstrated and secondly that a sequential approach has been applied in selecting the location or the site. The requirement to demonstrate the specific elements of need should be determined in the circumstances of any particular proposal and will be a matter for the City Council to assess. Planning Policy Statement 6: Planning for Town Centres (2005) indicates that some smaller scale leisure uses, such as bingo, restaurants and pubs, are best located and should be encouraged in local centres.~~

~~6.29 Existing centres are preferred locations for major leisure uses as these are locations where access by a choice of means of transport, not only by car, is easy and convenient. However, the City Council recognises that in some cases sites can be made accessible. Where this is possible, and subject to the sequential test having been met, planning conditions and obligations will be used to secure new or improved public transport links and access for pedestrians and cyclists.~~

Leisure Development in Major Parks and District Parks

R9: Planning applications for the development of appropriate high quality leisure attractions, visitor attractions, multi-use leisure and community facilities, and other ancillary facilities, in the Major Parks and District Parks shown on the Proposals Map, will be considered against the following criteria:

- a) whether they enhance the diversity and uniqueness of the parks; and**
- b) whether they enhance the contribution of the parks to the leisure needs of the City.**

6.30 Some forms of leisure development, particularly sports uses requiring large areas of land, are unlikely to be appropriate in existing centres. Development of such facilities at existing parks will widen the range of facilities available and enhance the contribution these parks make to the leisure needs of the City. They can assist in enhancing the recreational, landscape, tourism, wildlife, amenity, cultural and local community contribution of these parks. However, it will need to be clearly demonstrated that these proposals have satisfied the sequential test criteria set out in Policy R8 of this Plan, and that the locations are easily accessible by public transport.

6.31 Major Parks are of City-wide importance and beyond. They are mostly over 40 hectares (100 acres) and include Wollaton Park, Nottingham Castle, Colwick Country Park, University Park and Highfields, (including the Nottingham Tennis Centre), Victoria Embankment and Bulwell Hall Park. District Parks are those which are large enough to serve one or more districts. These are key assets in the Open Space Network. Part of their attractiveness lies in their diversity and uniqueness. However, many are under-resourced and in need of major improvements. The City Council will favourably consider proposals which enhance their recreational, landscape, tourism, wildlife, environment, amenity, cultural and local community contribution.

6.32 Some District Parks require upgrading to provide a wider range of facilities. Many provide key opportunities for developing multi-use and integrated indoor and outdoor leisure and community facilities, improving landscape features and creating or improving wildlife habitats.

Air, Motorised and Shooting Sports

~~R10: Planning permission for the use of land or the development of facilities for air, motorised and shooting sports will only be granted where the proposal would not:~~

- ~~a) have an unacceptable detrimental impact on the amenities of neighbouring occupiers;~~
- ~~b) have an unacceptable detrimental impact on the enjoyment of other recreational uses in the vicinity;~~
- ~~c) adversely affect features of nature conservation, geological, archaeological or landscape value;~~
- ~~d) have an unacceptable detrimental impact on the visual amenity or character of the surrounding area; and~~
- ~~e) result in, or aggravate, traffic congestion, or cause a hazard to road safety.~~

~~6.33 There is a need to locate these types of activities carefully as they are environmentally intrusive, particularly by way of noise generation. They may also require relatively large areas of land. Nottingham is largely built up with tightly constrained boundaries. Strategic housing and employment land need to be accommodated, and suitable sites, such as degraded land, former minerals workings or set-aside farming land are not available. It is more likely that suitable sites will be found outside the conurbation. However, sites for more specialist sports, such as indoor go-karting, may be found during the plan period and any proposals for this type of development would be assessed against the criteria above.~~

Community, Health and Education

Introduction

7.1 The Local Plan aims to contribute to the development of a truly inclusive 'City for Everyone' where all members of the community have convenient access to a wide range of community facilities. Community facilities include:

- Health facilities, for example - hospitals, health centres (including clinics, surgeries, day-care, out-patient and walk-in facilities), residential nursing homes, doctors and dentists surgeries and other health services including physiotherapists, opticians and pharmacists;
- Education facilities, for example - universities/colleges/schools, private schools, nursery schools, day nurseries and creche facilities;
- Places for worship (meeting places for ethnic, religious or voluntary groups);
- Other facilities, for example - community centres, libraries, cemeteries, police, fire and ambulance services.

7.2 These services are provided by a range of organisations, including the City Council, the City-wide Primary Care Trust, voluntary and charitable organisations. Some recreational facilities, such as swimming pools, and sports halls, are also 'community' facilities but are considered separately in the Recreation and Leisure chapter.

7.3 The City Council has responsibility for 125 schools (including 98 infant, junior & primary schools, 18 secondary schools, 6 special schools and 3 nursery schools). A high standard of education is a key element in ensuring the City is a place people choose to live, and is thus a key component in maintaining and creating more sustainable and balanced communities. Bulwell has gained Education Action Zone status, which will provide extra funding to improve standards in schools. The City is also a Health Action Zone - a national initiative to bring in new ways of improving the health of the population.

7.4 The City Council also has responsibility for 20 libraries, 21 cemeteries and many other community facilities, such as community centres, throughout the City.

7.5 Many community facilities are not provided by the City Council alone, and can often only be achieved through the co-operation and partnership of the public, private and voluntary sectors. The City Council contributes towards many such partnerships, enabling a variety of initiatives to come forward, including community facilities for ethnic minorities, the elderly and other sections of the community experiencing social exclusion.

7.6 Without prejudice to the satisfactory development of community facilities in all areas where needs and opportunities arise, priority for new community facilities will be given to the sections of the community experiencing social exclusion.

7.7 Planning Policy Statement (PPS) 6 'Planning for Town Centres' 2005 and PPG 13 'Transport' 2001 state that facilities which have a wide catchment area should be located so that they are well served by a choice of means of transport. These include higher and further education, and hospital facilities.

Local Issues

7.8 Over the next ten years Nottingham is likely to experience a decline in the number of children and a large increase in the number of middle aged people. The number of elderly people is likely to remain stable until 2021, after which this group is expected to increase significantly.

7.9 The delivery of both health and education services are currently undergoing a period of major review and re-organisation. The three City Primary Care Groups have been amalgamated into a City-wide Primary Care Trust. This will advance partnership working and shared prioritisation and action on such issues as health inequalities, ill health prevention, local accountability and integrated working. All of which will help to implement and deliver the National Health Service Plan, the City Council's Local Plan, Community Plan and Corporate Plan.

7.10 The provision of both secondary and primary education is currently the subject of a schools review to address the issues of poor educational achievement and the large number of surplus places within the City. The land use implications of this review are as yet unclear.

Community Facilities

CE1: Planning permission for new or improved community facilities will be granted subject to the following considerations:

- a) the proposal being easily and safely accessible by a choice of means of transport, including public transport, cycling and walking;**
- b) the proposal being well located to the community it serves and/or within, or near to central areas, particularly Town or Local Centres;**
- c) whether the proposed use is compatible with adjoining and nearby uses;**
- d) whether the proposal would cause congestion, and the amounts and times of this congestion;**
- e) whether the proposal impacts on the living conditions of residents, especially in Primarily Residential Areas.**

7.11 Generally, the provision of new or improved community facilities (as referred to in the Introduction to this Chapter) should follow Policy CE1. Community facilities can serve a valuable role in supporting and enhancing Town and Local Centres, and ensuring they serve as wider role as possible to their local communities. These locations are readily accessible by public transport, walking and cycling. However, some facilities, such as a doctor's or dental surgery (See Policy CE4) or a day nursery (See Policy CE5), have specific locational or development requirements.

7.12 New development can give rise to the need for additional facilities, or place further demands on existing facilities. Where appropriate the City Council will negotiate a contribution by way of planning obligations or conditions (either as part of the development or through a commuted payment) towards community facilities.

CE2: The City Council will promote joint provision and dual use of community facilities where practicable, particularly the use of educational facilities for recreation purposes.

7.13 An important consideration for the City Council when assessing planning applications for community uses will be the extent to which the design and layout would accommodate joint provision and dual use, particularly the use of educational facilities for other community uses such as recreation purposes. There is scope for widening the use of school playing fields outside school hours.

CE3: Planning permission will only be granted for proposals that result in the loss of existing community facilities where the applicant can demonstrate that:

- a) **the facility is not required; or**
- b) **the facility is no longer viable; or**
- c) **alternative provision can be made, considered primarily on the basis of Policy CE1.**

7.14 Community facilities provide essential facilities to their users, and once lost can be difficult to replace. The purpose of this policy is to ensure that facilities are not needlessly lost.

~~**CE4: Planning permission for the use of a dwelling as a doctor's or dental surgery or other health service provision within Primarily Residential Areas will be granted, provided that:**~~

- ~~a) **the residential appearance of the property and its grounds is maintained;**~~
- ~~b) **the property is detached; and**~~
- ~~c) **the use and operation of the facilities, particularly in terms of on-street parking, does not give rise to an unacceptable level of disturbance to local residents, particularly during the evenings and at weekends.**~~

~~7.15 A doctor's or dental surgery, or other health service provision including physiotherapists, opticians and pharmacists, have specific locational or development requirements additional to Policy CE1. Whilst there is a general presumption against health uses in residential properties it is recognised that these are sometimes the only suitable building or location.~~

~~**CE5: Planning permission for the change of use to a day nursery, or the expansion of existing facilities, will be granted, subject to:**~~

- ~~a) **the property being detached;**~~
- ~~b) **provision of adequate enclosed amenity and play space;**~~

~~c) — conditions to control the residential use of upper floors; and~~

~~d) — restriction of rights conferred by the use classes order to change use within use class D1 where necessary in the interest of the living conditions of residents.~~

~~7.16 — A day nursery has specific locational or development requirements additional to Policy CE1. They can impact on the living conditions of occupiers of neighbouring properties. Policy CE5 seeks to protect the living conditions of nearby residents whilst recognising the need for and benefit of day nurseries.~~

~~7.17 — The provision of new or improved community facilities often occurs within a long-term programme. Consequently suitable sites are safeguarded for particular development. The designation of these sites has been made because of the over-riding need for providing new or improved community facilities in these locations. Where a site may need to be safeguarded for a number of years, the council will require an appropriate interim use such as public open space and informal recreation.~~

CE6: Planning permission will be granted for development unless it prejudices the provision of health facilities (including directly related infrastructure and support services such as nursing accommodation and training facilities) at the following sites, as shown on the Proposals Map:

CE6.1 The Queens Medical Centre site for hospital or other health services

CE6.2 The City Hospital site for hospital or other health services

CE6.3 The site of Strelley Health Centre for the extension and development of a health centre

7.18 The Queens Medical Centre and the City Hospital are facilities of sub-regional importance. They employ large numbers of people, and have significant impacts on the City, especially its economy. The expansion and enhancement of these facilities are strongly supported. It is intended that supplementary planning documents be prepared with the relevant Health Service bodies to enable future development proposals to be considered in the context of comprehensive plans for the sites. These will take account of the demonstrable foreseeable need for health facilities, and appropriate alternative uses on land surplus to this need. The City Hospital includes land designated under Policy R1. It is accepted that these designations will be affected by the future development of the site, and the proposed supplementary planning document will include consideration of what form of development would be appropriate on this land, whilst respecting the contribution which these areas make as links within the Open Space Network.

Education

CE7: The sites listed below, and shown on the Proposals Map, are safeguarded for education purposes and subject to the criteria set out in Policy CE1. Planning permission will not be granted for other developments that would prejudice this provision:

CE7.1 Allotment land off Bulwell Lane for the replacement of Southwark Junior School

CE7.2 Land off Greenwood Road for the expansion of Iona School**CE7.3 Land off Valley Road, Basford for the relocation of Heathfield School**

7.19 There is a long standing requirement to replace the Southwark Junior School, and the site off Bulwell Lane was safeguarded in the 1997 Plan. The Education Authority has confirmed that the site is still required for replacement. The Iona School is planning to expand onto adjacent land off Greenwood Road. Heathfield Primary and Nursery schools are planning to relocate next to their existing playing fields off Valley Road, Basford.

7.20 Good schools have an important role to play in developing sustainable and balanced communities, and encouraging families to live in the City. Consultation on a number of options aimed at improving educational standards has recently been undertaken. As part of this process, consideration is being given to locating a new school in or close to the City Centre. Such a location would have a wide catchment area, and may encourage a wider range of people to live in and around the City Centre. Any new schools will be considered on the basis of Policy CE1.

CE8: Planning permission will be granted for Further and Higher Education, Research & Development and Information & Communication Technology facilities, and ancillary uses such as accommodation and catering facilities for staff and students, at the following locations as shown on the Proposals Map:

- a) The University of Nottingham (the Highfields and the Jubilee Campus);**
- b) The Nottingham Trent University (the Clifton Campus and City Quarter);**
- c) South Nottingham College;**
- d) New College Nottingham.**

7.21 There are now an estimated 100,000 people studying full and part-time in further and higher education. The City's two universities have 30,000 full-time students, about 22,000 of whom have term-time addresses in the City; they now form 1 in 12 of the population. The universities play an important role in the educational, economic and cultural life of the City. They are amongst the largest employers. The spending of students and conference visitors contributes greatly to the local economy. Expansion of university facilities will have a major impact on the economy. Particular encouragement will be given to the further development of Research & Development functions linked to higher education facilities, such as centres of innovation around clusters such as ICT.

7.22 The City Council supports the expansion of further and higher educational facilities. Supplementary planning guidance for The Nottingham University's Highfield Campus (Highfields and University Master Plan) is now out of date and requires updating and revising (as a supplementary planning document), supplementary planning guidance has been prepared for The Nottingham Trent University's Clifton Campus (The Nottingham Trent University - Clifton Development Plan). The supplementary planning guidance, which is saved under the Planning and Compulsory Purchase Act, is in order to allow for new development whilst protecting the special characteristics of these areas.

7.23 The University of Nottingham has recently developed The Jubilee Campus, representing a significant enhancement in the University's facilities. There is scope to further expand the Campus, and to develop ancillary and supporting uses in the vicinity. A masterplan will be prepared in partnership with the University to guide this expansion, and the Highway Authority requires a Transport Assessment to accompany any planning application.

7.24 The Nottingham Trent University, New College Nottingham and People's College have a significant presence in the City Centre. They add to the vitality and viability of the City, particularly in cultural terms, and expansion and enhancement of these facilities is supported. The Nottingham Trent University's City Quarter will be enhanced by the introduction of the Nottingham Express Transit, which will allow for major improvements to public space, creating a more coherent and attractive campus.

Built Environment

Introduction

8.1 Policies in this chapter have been set out to guide the sustainable regeneration of the City by preserving and enhancing its historic environment and local identity and by encouraging quality urban design. Social inclusion will be promoted by ensuring safe and accessible development for all sections of the community.

8.2 The need for a high standard of urban design is a key element of the Urban Task Force Report and the Urban White Paper. Careful consideration of design is required to ensure that development is of high quality and an appropriate style, and contributes to safety, security and sustainability. Development should be at a scale which allows for re-use or redevelopment, avoiding large blocks. It is also essential that the City's historic buildings and the character of its Conservation Areas, which contribute to the sense of local identity, are preserved or enhanced.

8.3 Policies have regard to Planning Policy Guidance (PPG) 15 Planning and the Historic Environment, and PPG16 Archaeology and Planning, and to the (then) DETR publication 'By Design' and English Partnerships 'Urban Design Compendium'. Further detail on specific aspects of design is contained in 'saved' supplementary planning guidance on Shopfronts, Community Safety in Residential Areas, Industrial, Commercial and Retail Design Guide, Trees on Development Sites, and in Conservation Area Policies. Further guidance has been prepared on sustainability.

8.4 Applicants for planning permission should demonstrate how the needs of good design have been taken into account in the nature and scale of proposals. However, this is not meant to prejudice innovative and contemporary design solutions, which can enhance the townscape and add to a feeling of distinctiveness.

Design in New Development

Design Context in the Public Realm

~~BE1: Planning permission for development will be granted where:~~

- ~~a) a clear distinction is created between public and private space;~~
- ~~b) the personal safety of all members of the community is safeguarded;~~
- ~~c) conflict between pedestrians, cyclists and traffic is minimised through integrated design; and~~
- ~~d) the different elements of paving, landscaping and street furniture are co-ordinated to provide visually attractive and convenient spaces that are appropriate to their context and designed to reduce maintenance.~~

8.5 — The City Council expects new development to be of a high standard of design, and to complement the existing townscape in which the development will be located. Within the City Centre, points of local interest and significance within the townscape have been identified. Landmark buildings, landmark features and focal points are shown on the Proposals Map; new development which impacts on them will require careful consideration. In order to assist developers, supplementary planning guidance has been prepared and will be prepared as supplementary planning documents setting out the City Council's design expectations. Large or sensitive planning applications are best supported by a Design Statement. Supplementary planning guidance is also being prepared to be 'saved' to policies in the adopted Plan informing applicants of the circumstances in which a Design Statement will be appropriate, and the matters it should address. Where appropriate, specific urban design guidance will also be included in development briefs for key sites.

Layout and Community Safety

BE2: — Planning permission will be granted for development where:

- a) — new streets within developments are direct and integrated to ensure easy access to neighbourhood centres and public transport;**
- b) — development does not generate levels or types of traffic, on street car parking or vehicle movements which would have a materially detrimental effect on traffic congestion, the amenity of local occupiers, or road safety;**
- c) — pedestrian and cycle routes are overlooked by surrounding properties;**
- d) — perimeter blocks with secure private space to the rear and active frontages to the street are completed or created, where appropriate; and**
- e) — there is no detrimental effect on community safety or the security of existing or proposed buildings.**

8.6 — The layout of development should enhance community safety. Overlooking, direct routes, good design and lighting can limit the opportunity for crime or nuisance. Historically, some development in the City, particularly in residential areas, has included pedestrian routes which now suffer from crime and nuisance. Where such routes cannot be redesigned to remove risk to community safety, closure will be encouraged.

Building Design

BE3: — Planning applications will be considered against the following design criteria:

- a) — whether the development will enhance the local environment, townscape and character of the area, particularly the established scale, massing, rhythm and materials;**

- ~~b) whether the development will have a materially detrimental impact on the amenity of occupiers or neighbours by affecting privacy, daylight, sunlight, immediate outlook or by its dominating impact;~~
- ~~c) whether the development will promote opportunities for mixed uses within single buildings or a group of buildings, where the nature of the development and site characteristics allow;~~
- ~~d) whether the development will enhance community safety, crime prevention and street activity;~~
- ~~e) whether the development will prejudice the comprehensive development or regeneration of a larger area;~~
- ~~f) whether the development will allow for safe and convenient access into and around the building, paying particular attention to the needs of people with disabilities;~~
- ~~g) whether the development will provide waste disposal facilities and bin storage that are accessible and not detrimental to the environment or to community safety, as well as to additional facilities to promote recycling of waste materials.~~

~~8.7—Buildings must be designed to fulfil their function effectively, but consideration must also be given to the way they impact on the surrounding townscape and neighbouring properties. They must enhance the local environment, contributing to the vitality of areas and improve community safety. Sustainability is an important consideration in the design and specification of the building, paying particular attention to the conservation of energy and future adaptability.~~

~~8.8—The City Council will encourage Architectural Competitions on particularly sensitive or prominent sites, in order to ensure that new development in these locations is of the very highest quality.~~

~~8.9—Development should meet the needs of users and occupiers without prejudicing the amenity of existing adjacent occupiers and users in the surrounding area. The layout and design of buildings should aim to be as flexible and adaptable as possible, avoiding the creation of unnecessary limitations on the potential for future alternative uses and should therefore avoid large single blocks of development. Development proposals for any building that the public may use will be required to provide safe, easy and inclusive access for all people regardless of disability or age. Further planning guidance to be published by the City Council will give further detail on integrating the principles of inclusive design and access into development proposals. A mixture of uses within new and converted buildings or groups of buildings encourages long term sustainability and can reduce the need to travel.~~

~~8.10—Extensions to houses, though usually relatively small, can give rise to problems such as overlooking or use of inappropriate materials. Supplementary planning guidance will be prepared to be 'saved' to the adopted Plan. This will assist applicants in submitting acceptable proposals.~~

BE4: Planning permission will be granted for development which accords with principles of sustainability in design, including renewable resources, recycling, accessibility and efficiency of use and appropriate techniques to minimise the impact of surface water discharges:

8.11—Details of criteria are set out in a Sustainability Checklist prepared by the City Council in relation to planning and development. Green building systems, including aspect, renewable energy sources and energy conservation used in the design and construction of buildings is an important element in sustainable development. Wherever practical, developers will be encouraged to provide Sustainable Drainage Systems (SuDS) as part of future developments, to reduce the impact of surface water discharge.

Landscape Design

BE5: Planning permission will be granted for development which includes an appropriate and comprehensive landscaping scheme with clear proposals for maintenance, provided that the scheme:

- a) is not detrimental to established features which form part of the wildlife network and/or have amenity value, such as trees, streams, hedgerows, footpaths and topographical features;**
- b) incorporates or complements established features within the site or vicinity;**
- c) provides, where appropriate, open spaces which are clearly linked to each other and to adjoining spaces, by pedestrian and cycle routes or wildlife corridors;**
- d) avoids the creation of 'left over' spaces, which are difficult to manage, have no clear purpose and have no sense of ownership; and**
- e) responds to the urban form and natural features in the locality both in the location of elements and the specification of materials, and provides a variety of habitats for wildlife appropriate to the site and surroundings including use of native species of local provenance where possible:**

8.12—Landscaping should be considered an integral part of any design, to encourage biodiversity and the provision of high quality space around buildings, both public and private. Where higher densities may limit availability of open space, landscaping will maximise opportunities for providing beneficial and sustainable spaces in the urban environment. Opportunities to enhance open spaces, streets, squares, car parks or courtyards, must be planned at an early stage. Landscaping includes the design and detailing of all external areas and surfaces. Where landscaping is required in order to enhance the appearance of development and integrate it into its surroundings, the following policy will apply:

8.13—Hard and soft landscaping can considerably enhance development. However, the ongoing management of landscaped areas is crucial to their sustainability. This can be achieved by use of planning conditions or planning obligations and management agreements with landowners and developers.

Creation of New Pedestrian Routes in the City Centre

BE6: In considering planning applications for major new development, refurbishment or change of use in the City Centre, the City Council will, where appropriate, impose conditions or negotiate planning obligations with developers for the opening up of alleys, courtyards and other thoroughfares to pedestrians.

8.14 Nottingham still retains much of its irregular medieval street pattern. A feature of this period and later development was the creation of many small courts and alleys resulting in a complex and interesting pattern of pedestrian routes. With more recent development, many of these routes have been blocked, or have become unattractive to use and accessibility and choice of routes has been lost. As part of the strategy to diversify pedestrian flow and regenerate relatively run-down areas of the City Centre, a policy of re-establishing and upgrading old pedestrian links, and establishing new ones, is an important element.

8.15 In creating new pedestrian thoroughfares, the City Council will seek to ensure that they are fully accessible by disabled people.

Creation and improvement of Public Open Spaces in the City Centre

BE7: Planning permission will not be granted for development in the City Centre which would prejudice implementation of proposals to create new public open spaces, and linkages between them, at the locations shown on the Proposals Map.

In considering planning applications for major new developments in the City Centre the City Council will, where appropriate, impose conditions or seek planning obligations to provide or improve public squares, linkages and open spaces.

8.16 Well-designed public spaces will play a crucial role in the regeneration of the City Centre, enhancing its attractiveness, drawing in visitors, residents and workers.

8.17 Nottingham's compact centre has the right conditions to enable the development of a network of high quality public spaces and squares. The Old Market Square will be at the heart of this network, with continued improvements to create a multi-functional, flexible space of the highest quality, which itself forms an attraction.

8.18 New public squares have already been completed at the Ice Centre and Playhouse and a new Old Market Square is under construction. Others are proposed in the Lace Market and as part of development schemes. Together they will create a 'City of Squares' with enhanced public spaces around leisure, tourism and cultural facilities, linked together by safe and attractive walking routes. Locations for public squares and new pedestrian routes are shown on the Proposals Map.

City Skyline and Tall Buildings

8.19 The City's topography and historic buildings provide a distinctive skyline; in particular, the Lace Market Cliff and Castle Rock are of outstanding townscape quality. Any development that rises above the predominant height of surrounding buildings will impact on the skyline of the City. Tall buildings can improve the legibility of the City, and contribute to its identity and character

when well designed and located. However, this needs to be carefully considered and justified. The visibility of the development in longer views must be taken into account, as well as the immediate impact.

BE8: The development of a tall building, which rises above the predominant height of surrounding buildings and / or is prominent in longer views of the City skyline, will be permitted where it fulfils the following criteria:

- a) the design of the building forms a landmark that enhances the skyline and surrounding roofscape;**
- b) the scale of the building is appropriate for its location and respects the character of Conservation Areas, maintaining the highest densities only in the centres of neighbourhoods or areas with good access to public transport;**
- c) it does not detract from existing views of landmark buildings, structures or roofscapes, listed buildings and scheduled ancient monuments or their setting, or landscape features; and**
- d) it does not create adverse climatic conditions at ground level.**

Applicants will be required to provide a detailed assessment of the impact of the development where this could affect the City skyline.

The Historic Environment

8.20 The historic environment is an important element in the City's townscape, and its local distinctiveness. Listed buildings, historic gardens, conservation areas and other features of historic or architectural interest contribute significantly to the quality of life in the City, and are greatly valued by residents and visitors alike. They are also a significant economic asset, underpinning tourism development in the City.

Listed Buildings

8.21 Listed Building Consent is required for the demolition of, or any alteration or extension of, a listed building which would affect its character as a building of special architectural or historic interest. There is a presumption in PPG15 'Planning and the Historic Environment', in favour of the preservation of listed buildings and against demolition. Where demolition is proposed, the City Council will consider whether adequate efforts have been made to retain the building in use. Where a building has been deliberately neglected, less weight will be given to the costs of repair.

8.22 Development involving the demolition, or substantial alteration of a listed building is only likely to be permitted in exceptional circumstances. The City Council will not grant consent for demolition proposals unless they are fully justified. A statement of justification should accompany the application. This should include an appraisal of the intrinsic architectural and historic value of the building, a condition survey, costings, and a marketing exercise.

Demolition of Listed Buildings

BE9: Development involving the demolition or substantial alteration of a listed building, will only be permitted in exceptional circumstances. In considering such proposals, the following criteria will be taken into account:

- a) **the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;**
- b) **the adequacy of efforts made to retain the building in use, including the offer of the unrestricted freehold of the building on the open market at a realistic price reflecting the condition of the building;**
- c) **the merits of alternative proposals for the site and whether they bring substantial public benefits for the community which decisively outweigh the harm resulting from demolition.**

Development within the Curtilage, or Affecting the Setting, of a Listed Building

BE10: Planning permission for development within the curtilage, or affecting the setting, of a listed building will not be granted if it would be detrimental to the appearance or character of the building, or to its setting.

8.23 The setting of a listed building is often an essential feature of its character and therefore the effects of proposed development in the vicinity of these buildings will be a material consideration in determining applications.

Alterations and Extensions to a Listed Building

BE11: Applications to alter or extend a listed building will be granted where those alterations or extensions are justified and do not harm the character or appearance of the listed building or its setting, or any feature of special architectural or historic interest which it possesses.

8.24 Listed Building Consent is required for any alteration to the interior or exterior of a listed building that would affect its character as a building of special architectural or historic interest. This includes proposals affecting the fabric and the plan form as well as architectural details. External additions including signs, shutters, antenna and other services will usually require Listed Building Consent.

8.25 The owners of listed buildings should consider the impact of a proposed change of use on the fabric and interior of a listed building, which are recognised as essential elements of its character. The nature of the proposals and their effect on the historic character of the building should be clearly illustrated in a supporting statement. This should include both internal and external alterations and those necessary to comply with building, environmental health and fire safety regulations, and internal services requirements.

8.26 The City Council expects applicants to justify their proposals in a justification statement. In the case of significant alterations affecting the building, the City Council will require full economic justification. Guidance notes will be produced to assist applicants in submitting applications for Listed Building Consent.

Development in Conservation Areas

8.27 Areas of the City which merit protection and improvement by nature of their special architectural or historic interest are designated as Conservation Areas under the Planning (Listed Buildings and Conservation Areas) Act 1990. The City Council has a duty to review Conservation Areas and seek ways to preserve or enhance their special character. In accordance with PPG15, the special character of each Conservation Area will be identified in appraisals, and further supplementary planning guidance 'saved' to the adopted Plan produced to guide the form of new development. In addition to this, Article 4 (2) Directions can be served to protect the essential character of Conservation Areas by removing Permitted Development rights. Article 4 Directions currently apply within parts of the Arboretum, Canning Circus, Devonshire Promenade (New Lenton), Sneinton, Strelley, and Waterloo Promenade. Further designations will be considered as appropriate.

BE12: Planning applications for new development in Conservation Areas, applications for advertisement consent and applications for proposals in the vicinity of a Conservation Area which affect its character or appearance, will be granted where:

- a) **the proposal preserves or enhances the character or appearance of the Conservation Area, including the siting, scale, urban grain, building form, massing, height, materials and quality of detail, and the relationship of the proposals to the historic street pattern, topography, urban spaces and gardens, views and landmarks; and**
- b) **the development demonstrates high standards of design appropriate to the historic environment.**

Demolition in Conservation Areas

BE13: Planning permission for development involving demolition or substantial demolition of unlisted buildings which make a positive contribution to the special character of Conservation Areas will only be granted in exceptional circumstances. Proposals will be considered against the following criteria:

- a) **the condition of the building, the cost of repairing and maintaining it in relation to its importance and the value derived from its continued use;**
- b) **the adequacy of efforts made to retain the building in use;**

- c) **the merits of alternative proposals for the site and whether these would bring substantial public benefits which decisively outweigh the harm caused by the loss of the building.**

Proposals involving demolition within Conservation Areas will not normally be allowed unless a full planning application is submitted, showing the proposed new buildings. Conservation Area Consent will be subject to conditions or a planning obligation to ensure demolition does not take place until a satisfactory form of contract has been entered into for redevelopment.

8.28 There is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a Conservation Area.

8.29 The City Council will ensure that cleared sites do not remain vacant for long periods. In some cases an interim landscaping scheme may be required prior to the replacement scheme being implemented.

Historic Parks and Gardens

BE14: Planning permission will not be granted for development that would be detrimental to the character, setting or appearance of a registered Park or Garden of Special Historic Interest, or the Nottingham Castle Grounds.

8.30 The Arboretum, Church and General Cemeteries, Highfields, Hungerhill Allotments (including Stonepit Coppice and Gorse Close Gardens), Memorial Gardens at Trent Embankment and Wollaton Park are Grade II Listed in English Heritage's 'Register of Parks and Gardens of Special Interest'. The Register is a material consideration in the determination of planning applications. Nottingham Castle and grounds are included within the Schedule of Ancient Monuments, and lie within the Castle Conservation Area.

8.31 Other parks and gardens, although not included in the Register, are locally important and valuable to residents. They are identified in the Open Space Network and defined on the Proposals Map, and are protected by policies in the Recreation & Leisure chapter.

Archaeology

8.32 PPG16 'Archaeology and Planning' states that care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. Archaeological remains contain irreplaceable information about our past and the potential for an increase in future knowledge. The overriding objective is therefore to preserve 'in-situ' all sites of known or suspected archaeological importance.

8.33 Much of Nottingham is built on sandstone, which has been extensively excavated for caves from the medieval period onwards. These constitute a feature of the City that is unique in the national context. The preservation, enhancement and interpretation of caves is an important conservation objective.

BE15: Planning permission will not be granted for development which adversely affects:

- a) a Scheduled Ancient Monument, archaeological remains of national importance or the setting of either;
- b) caves that are considered to be of archaeological significance and could be retained safely within development sites.

BE16: Planning permission will be granted for development in the archaeological constraints areas shown on the Proposals Map, or other sites of known or suspected archaeological significance, provided that information derived from an archaeological 'desk-based' assessment, and/or field evaluation, carried out as part of the application, shows that:

- a) no archaeological resources are likely to be affected by the development; or
- b) where archaeological resources are likely to be affected, the remains are preserved 'in situ'; or
- c) where remains are able to be removed, they can be fully investigated, recorded and secured, as part of the development.

BE17: Planning permission will not be granted for development which would destroy archaeological resources of local significance which the City Council considers must be retained 'in situ'.

8.34 Planning applications for development entailing breaking of ground on sites within the archaeological constraints areas, or affecting caves or other sites of known or suspected archaeological significance, will normally be accompanied by an archaeological assessment of the application site.

8.35 There are currently 9 Scheduled Ancient Monuments in the City, which are: cellar under 8 Castle Gate, rock cut houses north of Castle Boulevard and south of Nottingham Castle, caves at Drury Hill and under 3-7 Middle Pavement, medieval City wall, Nottingham Castle, St John Baptist's Church and graveyard, Colwick, and Lenton Priory, which was designated in 2002. The Priory was a pre-reformation monastic foundation of national significance. The area of remains may extend beneath adjacent properties, particularly along Priory Street on the site of the monastic church.

8.36 Where the assessment or other information indicates that it would be appropriate, an archaeological field evaluation will be required before the application is determined. Where it is considered that, following the field evaluation, there are remains of archaeological significance which would be adversely affected by the proposed development, the City Council may:

- refuse planning permission; or
- require the application to be modified to allow remains to be preserved 'in situ'; or

- require a detailed scheme of survey, recording and excavation of remains, where it is considered that the proposed development should proceed and the remains not be retained 'in situ'.

8.37 Where evaluation is not considered appropriate, the City Council may require the implementation of an archaeological 'watching brief' during the course of the development as a condition of planning permission, allowing for the recording and excavation of remains which may be discovered during the site works.

8.38 In all developments entailing archaeological works, a programme and specification must be agreed with the City Council prior to the commencement on site. Development programmes should take full account of the need for adequate opportunity to be included for archaeological investigation. Specifications for archaeological evaluations and watching briefs should be drawn up in conjunction with the City Archaeologist.

Telecommunications Equipment

BE18: Planning permission will be granted for telecommunications development where:

- a) it has been demonstrated by the applicant that no satisfactory alternative sites are available and that no existing facilities can be shared;**
- b) there is no reasonable possibility of using an existing building or structure;**
- c) there is no seriously detrimental impact on the appearance and character of any building or structure affected, or on the wider area, or on the amenities of the occupiers of nearby properties;**
- d) development is sited and designed so as to minimise its visual impact; and**
- e) a certificate of compliance with the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines accompanies the application.**

8.39 PPG8 on Telecommunications sets out the Government's policy to facilitate the growth of new and existing systems. The benefits of the growth of telecommunications must be balanced against the need for environmental protection. A precautionary approach will be adopted and it will be for the applicant to show that there will be no unnecessary harm to visual amenity and the environment arising from the proposal. All new mobile phone base stations and additions to existing stations are expected to meet the ICNIRP guidelines to reflect PPG8 advice.

Advertisements and Shop fronts

8.40 Advertisements play a vital role in the visual environment of the City. The City Council recognises the need of shops and businesses to announce themselves to customers but this should be achieved by a high quality of design and materials which avoids being obtrusive or hazardous to public safety.

BE19: Advertisement consent will be granted where:

- a) the sign is not detrimental to the visual amenity of the building or area by reason of its scale, detail, character or design;**
- b) any illumination is not detrimental to the visual amenity of the area;**
- c) the display of the sign would not result in clutter; and**
- d) the display of the sign would not prejudice highway safety.**

8.41 Signs positioned on top of buildings or which straddle buildings, fascia signs which are placed higher than the level of first floor window sills, or fully internally illuminated fascias, would not generally be granted consent. Additionally, projecting signs which would have less than 2.6 metres clearance from the footpath or which project more than 1 metre would be unlikely to be granted consent.

8.42 Freestanding advertisements may be acceptable provided that they constitute part of the overall scheme. 'A' board free-standing advertisements will not normally be granted consent because their low height and temporary nature are likely to cause clutter and are a danger to pedestrians, particularly to disabled people.

8.43 Large poster displays can have a considerable impact on the overall appearance of the urban area. The siting of hoardings will be carefully controlled to reduce their impact. They will normally only be acceptable temporarily to screen sites or premises which would otherwise be visually detrimental to the surrounding area.

8.44 In Conservation Areas and on listed buildings, the design of signs will be expected to be of a high standard and not damaging to the fabric and detail of buildings or the character of Conservation Areas, in line with Policies BE10, BE11, or BE12.

Unauthorised and Deemed Consent Advertisements

BE20: Action will be taken against unauthorised advertisements or advertisements with deemed consent to secure their removal where they are detrimental to the appearance of the buildings on which they are displayed, or to the amenity of the surrounding area, or prejudice public safety.

Shop fronts

BE21: Planning permission will be granted for new, altered or replacement shop fronts where:

- a) their design, scale, and character are compatible with the building and the surrounding area;**
- b) appropriate materials are used; and**
- c) the design of entrances allows access to all members of the community.**

8.45 The overall design of shop fascias, and the use of pilasters, stall risers and other traditional features, should be compatible with the building and its surroundings. Further design guidance can be found in the 'saved' supplementary planning guidance on Shop fronts.

Roller Shutters

BE22: Planning permission will be granted for externally mounted roller shutters where:

- a) the installation of internally mounted grilles is either impractical or unreasonable;**
- b) the shutter, shutter box and guides are designed and colour finished as an integral part of the shop front and are not detrimental to the character of the building and street scene;**
- c) when sited within the City Centre and / or Conservation Areas the shutters are of an open grille type which allow clear visibility of the shop frontage and shop window display; within Local and Town Shopping Centres and on all other retail premises, shutters are of a partially open grille type to allow some visibility of the window display; and**
- d) they are not sited on a listed building.**

8.46 There is increasing demand for roller shutters on retail premises. However, these can cause serious damage to the appearance of a building or area, particularly where they are not integrated into the design of the shop front. In addition, a proliferation of shutters can result in a threatening impression, contrary to community safety aims.

8.47 Within the City Centre and Conservation Areas the vitality of the shopping streets and historic character of the areas would be prejudiced by the installation of solid shutters. For other retail premises, vitality and interest should be maintained by retaining some visibility of the window display.

Natural Environment

Introduction

9.1 The natural environment is an important part of Nottingham's heritage and the effective protection of the environment is one of the four key objectives of the Government's sustainable development strategy, 'A Better Quality of Life' which was published in 1999. Those key objectives were re-iterated in the Government's Planning Policy Statement 12 (PPS12) Local Development Frameworks published in 2004.

9.2 PPS12 stresses that development plans should ensure that environmental considerations are taken into account comprehensively and consistently. The policies of this chapter are also in general conformity with Planning Policy Statement 9 Biodiversity and Geological Conservation (2005).

9.3 The City Council seeks to protect and enhance its limited areas of nature conservation significance. This Plan has an important role to play in reconciling the need for new development with the protection of the natural environment and the policies in this chapter indicate the importance which will be given to environmental matters in the consideration of planning applications.

Nature Conservation

NE1: Development in or likely to affect sites of Special Scientific Interest will be subject to special scrutiny.

Where such development may have an adverse effect, directly or indirectly, on the special interest of the site, planning permission will not be granted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard such sites.

Where planning permission is granted, conditions and / or planning obligations will be sought to provide appropriate mitigation and compensation measures.

9.4 Local authorities are required by Government to take full account of nature conservation in decision making. Planning Policy Statement 9 'Nature Conservation' outlines the procedures for implementing the various laws governing nature conservation through the planning system.

9.5 Development in or reasonably assumed to be affecting SSSIs will be required to demonstrate reasons which clearly outweigh the nature conservation of the site and the national policy to protect such sites. As Nottingham has only 3 SSSIs (the boundaries of which are marked on the Proposals Map), and a commitment to maintaining and enhancing its protected sites, any such proposal is extremely unlikely. English Nature will be consulted over any development in or around SSSIs.

NE2: Development likely to have an adverse impact on the flora, fauna, landscape or geological features of a Local Nature Reserve (LNR), a Site of Importance for Nature Conservation (SINC) or other locally important sites will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the nature conservation value of the site.

Where planning permission is granted, conditions and/or planning obligations will be sought to provide appropriate mitigation and compensation measures.

9.6 Planning permission in or affecting LNRs, SINC or other locally important sites should only be granted if other material factors are sufficient to override nature conservation considerations, and if conditions can be imposed to prevent damaging impacts. The weight attached to the considerations will reflect the relative significance of the designation. Development in or affecting SSSIs will be required to demonstrate reasons which clearly outweigh the nature conservation of the site and the national policy to protect such sites. Where development is permitted which may damage the nature conservation value of the site or feature, such damage will be avoided, mitigated or compensated for (in that order).

9.7 The City Council will require an ecological assessment to be submitted with the application which sets out the likely impact of the proposal on nature conservation interests on and related to the site and provide details of how the development will avoid, mitigate and compensate for any damage to the protected site. It should be noted that negative impacts on protected sites may not be immediately obvious and potential longer term effects should be referred to.

9.8 The boundaries of the SSSIs and LNRs and the Biological and Geological SINC are identified on the Proposals Map. In Nottingham, all the sites of Ancient Woodland are included within the SINC. Locally important sites can include areas of waterways, ponds and small woods which act as wildlife corridors or stepping stones through the City. A comprehensive review of the SINC is being undertaken under the auspices of the Nottinghamshire Ecological and Geological Data Partnership. The current boundaries of the SINC are shown on the Proposals Map. It is recognised that the ecological value of sites changes over time and that new sites may come forward. It is intended that any additional sites identified or designated during the Plan period will also be protected through this policy. Further guidance is contained in the City Council's Nature Conservation Strategy and the Local Biodiversity Action Plan for Nottinghamshire.

9.9 The Local Biodiversity Action Plan for Nottinghamshire has been adopted by the City Council as a framework for work on nature conservation. Protecting habitats ensures the conservation of the wildlife which depends on them. In 1992 the City Council produced its own Nature Conservation Strategy for the City which identifies sites of importance for nature conservation as well as a network of wildlife reservoirs, corridors and links. It also includes SSSIs and LNRs which have statutory designation. This was supplemented in 2000 by a five-year implementation document to enable the City Council to protect, manage, promote and enhance sites and species of nature conservation importance.

Conservation of Species

NE3: Planning permission will not be granted for development which would have an adverse impact on species protected in law or their habitats or of special importance to Nottingham and Nottinghamshire, unless it is demonstrated that there is an overriding need for the development. Where planning permission is granted, planning conditions and/or obligations will be negotiated to ensure the favourable conservation status of the species.

9.10 As well as the requirements of Policy NE1 and NE2, it is necessary to consider species (e.g. badgers, bats and water voles) which are statutorily protected, through the protection of the Badgers Act 1992, the Conservation (Natural Habitats, etc) Regulations 1994, or the Wildlife and Countryside Act 1981 (as amended), wherever these species are identified.

9.11 Planning permission will only be granted if other material factors are sufficient to override the nature conservation considerations, and if conditions can be imposed to secure the protection of the species. Ecological assessments and full surveys of the affected species may be required. Additionally for species protected by the Conservation (Natural Habitats, etc) Regulations 1994 (European Protected Species), it must be demonstrated that:

- there is no alternative;
- it is required for reasons of overriding public interest of sufficient significance to outweigh the national level of protection;
- it will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status.

The species most likely to be encountered in Nottingham are bats (all species) and Great Crested Newts.

9.12 Changes to the above Habitats Regulations are likely to give the City Council a statutory duty for licensing works to habitats supporting European Protected Species in conjunction with granting planning permissions. This will involve English Nature as a statutory consultee in all protected species matters.

9.13 Some species are of particular importance in terms of the biodiversity of Nottingham and Nottinghamshire and are identified in the Local and National Biodiversity Action Plans. These include plants such as Yellow Figwort and Alexanders and animals such as the Red-tipped Clearwing moth and White-letter Hairstreak butterfly. The City Council's Natural History Museum maintains a full list of such species which is regularly reviewed in accordance with strict criteria.

9.14 A draft document on Biodiversity and Planning, is being produced by a partnership of organisations, including the City Council and the County Council. It aims to:

- provide advice on how the nature conservation policies in the Structure Plan and Local Plans can be delivered;
- guide developers on how they will be expected to take account of biodiversity in the design of new developments;
- inform others of the process and basis for the implementation of biodiversity principles.

Biological or Geological Sites of Importance for Nature Conservation

NE4: Planning permission for development which affects Biological or Geological Sites of Importance for Nature Conservation, which have been allocated for development in the Plan, or sites other than those covered by Policy NE1, NE2 and NE3 which are identified as supporting features of nature conservation interest, will be granted as long as measures are taken to:

- a) safeguard and protect flora and/or fauna ‘in situ’; or**
- b) where that is impossible provide suitable alternative habitats for the flora and/or fauna displaced by the development.**

9.15 Some sites identified under Policy NE2 as Sites of Importance for Nature Conservation are also identified as development sites by other policies in the Plan. These sites are shown on the Proposals Map and the relevant allocations are listed below:

Site:

Fairham Brook Nature Reserve	T11
Western Boulevard	T8.2, MU8.4
Nottingham to Beeston Canal, Eastside and Waterside Regeneration Zones	MU3.4, MU7.1, MU7.3, MU7.4
Beeston Sidings (part)	E2.15

9.16 The City Council aims to preserve features of nature conservation interest on the sites listed above and other sites which are subsequently identified as of interest. The proposed allocations will require the applicant to submit an environmental impact assessment, containing mitigation proposals and compensatory works and identifying residual impacts. Where planning permission is to be granted, these features will be incorporated into the design of the development by means of planning conditions or planning agreements to provide for the management, enhancement and maintenance of nature conservation features. Where this is not possible, suitable compensatory works will be required. As a last resort, if appropriate, the removal of features to alternative habitats nearby may be required, subject to assessment of the likelihood of translocation being successful.

Consideration of the above measures will take account of the views of English Nature, Nottinghamshire Wildlife Trust, the Environment Agency and other consultees as appropriate.

Trees

NE5: Existing trees will be protected, and the planting of additional trees secured, by:

- a) the imposition of planning conditions or negotiation of a planning obligation to offset the loss of, or impact on, any trees present on, or adjacent to, a site prior to development and to offset any loss of, or impact on, their contribution to amenity and other natural resources;**
- b) the development of the Greenwood Community Forest, where the City Council will encourage applicants for planning permission to provide trees or woodland planting as appropriate to the proposed development.**

9.17 Developers are advised to carry out tree surveys of development sites at an early stage to ensure that existing trees are identified and taken into account in the layout and design of the proposal.

NE6: Planning permission for development involving the cutting down, topping, lopping or uprooting of any tree protected by a Tree Preservation Order will not be granted unless, in the opinion of the City Council, it is necessary for valid arboricultural reasons, or for the satisfactory development of the site. Where such consent is granted, replacement planting will be required to offset loss of visual and natural amenity.

9.18 The City Council recognises the importance of trees in the City not only for the contribution they make to improving air quality, by acting as filters to pollution, but also their contribution to nature conservation, amenity and townscape. Trees can form a very important element in the character of Conservation Areas, such as The Park and Mapperley Park. Further protection for trees in Conservation Areas and in other appropriate circumstances is afforded by the making of Tree Preservation Orders under statutory powers.

9.19 Good arboricultural reasons include pruning to maintain tree structure and health, to maintain the safety of the public and to avoid significant foreseeable damage to nearby structures. Where, in exceptional circumstances, consent for the removal of the tree is granted, conditions or a planning obligation will normally be required to ensure the suitable replacement of a tree or trees, to be planted on or near the site. A copy of 'saved' supplementary planning guidance on 'Trees in Development Sites' is available from the City Development Department. Developers are advised to carry out arboricultural surveys (and where appropriate, bat surveys) of development sites at an early stage to ensure that trees worthy of preservation are identified and taken into account in the layout and design of the proposal.

Landscape

~~**NE7: Planning permission will not be granted for development that would damage or detract from the overall character and appearance of Mature Landscape Areas, as shown on the Proposals Map, prominent ridge lines or other important topographical or landscape features.**~~

~~9.20 — Development schemes should recognise the valuable contribution of landscape and topographical features to the overall character and attractiveness of the City.~~

~~9.21 — Mature Landscape Areas (MLAs) have been identified in the Structure Plan and are defined as those areas of countryside least affected by intensive arable production, mineral extraction, commercial forestry, housing, industry and associated infrastructure which need to be protected from further pressure on their landscape character. There are three MLAs within the City, at Bulwell Hall, Strelley and Clifton.~~

~~9.22 — Interpretation of, and the effects of development on, prominent ridge lines or other important topographical or landscape features will be considered on the merits of the individual case.~~

Green Belt

NE8: Within the Green Belt, as shown on the Proposals Map, there will be a presumption against development for purposes other than:

- a) agricultural or forestry activities;**
- b) essential facilities for outdoor sport and recreation;**
- c) essential facilities for cemeteries and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;**
- d) limited infilling of existing developed sites;**
- e) the conversion of existing buildings, provided that any proposed extension or ancillary development would not be detrimental to the character or appearance of the Green Belt.**

9.23 There is a general presumption against inappropriate development within the Green Belt, in accordance with PPG2, 'Green Belts'. The fundamental aim of this policy is to maintain the openness of the Green Belt. Planning applications for ancillary buildings required in association with those uses listed in Policy NE8, and which cannot be provided satisfactorily through the conversion of existing buildings, will be considered on their merits against Green Belt objectives as set out in PPG2.

9.24 A Strategic Sustainability Assessment of the Nottingham - Derby Green Belt in the East Midlands Region was undertaken in 1999 as part of the preparation of the regional planning guidance. The study recommends that Green Belt boundaries be revised to allow for the sequential approach to development, unless the purposes of Green Belt are clearly being served by its retention. A limited amount of Green Belt is included within the City, and Green Belt designation was reviewed at the time of the 1997 Local Plan. Further modifications to the Green Belt boundary are not felt to be appropriate in this Plan.

Pollution

NE9: Planning permission will not be granted for development which would generate pollutants that would cause significant detriment to the users of the development, users of the adjoining land, or the environment; or where the level of existing pollutants would be a danger to users of the proposed development.

9.25 Planning Policy Statement 23 Planning and Pollution Control, stresses the importance of focussing on any potential for pollution which may affect the current and future uses of land. It includes details of the legislative controls outside the planning system which apply to air and water quality. Policy NE9 is in general conformity with PPS23.

9.26 Pollution in the form of air pollutants, noise or light can be prejudicial to human health and to the natural environment or can cause nuisance. It is therefore important to consider the risks and reduce unnecessary dangers arising from increased exposure to pollution.

9.27 Careful design, siting and landscaping can help to reduce the impact of pollution. Planning permission may be granted, where appropriate, subject to conditions to ensure the effects of pollution are minimised to an acceptable level or as regulated by legislation.

9.28 Government guidance, PPG24 'Planning and Noise', underlines the importance of taking into account the impact of activities which generate noise and gives detailed guidance on the assessment of noise from different sources. Although other regulations exist to deal with individual cases of noise nuisance it is also appropriate to use planning powers to ensure that forms of development likely to repeatedly infringe those regulations are avoided.

9.29 Light pollution can not only cause nuisance to residential occupiers, but also create a hazard to road safety and adversely affect the character of the surrounding area. Lighting should therefore be designed to minimise glare and spillage. Applicants may be required to submit supporting information to demonstrate that these issues have been adequately addressed. Impact of lighting apparatus on visual amenity should also be minimised through design and painting where necessary.

Water Quality and Flood Protection

NE10: Planning permission will not be granted for development which would:

- a) **result in damage to, or degradation or depletion of, surface waters or groundwater; or**
- b) **be likely to impede the flow of flood water or deprive the river system of flood water storage area within the areas of washland shown on the Proposals Map; or**
- c) **increase the risk of flooding; or**
- d) **be at risk of flooding itself; or**
- e) **compromise access to the watercourse for maintenance or flood defence purposes.**

If the principle of development is acceptable then the implementation of compensatory measures (including sustainable surface water discharges) will be required to offset any potential adverse effects of the development on the water environment and associated lands.

9.30 The water environment is a key natural resource which requires stringent protection from potentially harmful effects of new development.

9.31 Groundwater is a very important source for water supply and the base flow in local watercourses. Contamination of groundwater by pollutants is often irreversible. It is therefore important to resist proposals which would threaten the quantity and quality of groundwater or, where appropriate, grant planning permission subject to conditions to safeguard groundwater resources from the effects of development. For example, it will be important to ensure the provision of oil/petrol interceptors where appropriate within new development such as car parks, to safeguard against contaminating site drainage. The Environment Agency has identified Source Protection Zones, located within these aquifers, which form catchments for specific water supplies and are therefore particularly vulnerable to potentially polluting land use activities. The Environment Agency publication 'Policy and Practice for the Protection of Groundwater' provides guidance on the acceptability of development in relation to groundwater resources.

9.32 PPG25 refers to the need for flood risk assessment. A risk assessment may be required for the development of any site within an area of risk shown on the Environment Agency's Indicative Floodplain Map. The request for a flood risk assessment will be unlikely in areas defended to withstand a 1 in 100 year event but will be made on a site-by-site basis. Applications for development in undefended areas should be accompanied by a Flood Risk Assessment. PPG25 Appendix F provides details of the information required. It is recommended that prospective developers contact the Environment Agency prior to the submission of a planning application in order to agree the scope of a Flood Risk Assessment.

9.33 The following sites lie within the 1% area of flood risk (PPG25, para. 30, Category 3a): E2.1, E2.3, E2.4, E1.3, H1.11, MU7.1, MU7.2, MU7.3 and MU7.4. The onus is on developers to prepare site specific Flood Risk Assessments. The full extent of the 1% area of flood risk is available from the Environment Agency.

9.34 The Proposals Map identifies the washland areas which are allowed to flood in a 1 in 100 year (1%) storm event in order to protect the built up areas of the City from floodwater. It is essential to maintain strict control over development on the washlands of the River Trent, Day Brook and Fairham Brook in order to prevent flooding elsewhere. Whilst a small development in a washland area might only have a minimal impact on floodwater flow and storage capacity, the cumulative effect of a number of such developments could be critical. Built development in these areas will be wholly exceptional and limited to essential infrastructure that has to be there.

9.35 However, flood risk management involves the whole catchment area of the river system and it is possible that new development outside the washland areas may lead to unacceptable changes in the rate and volume of surface water run-off, in which case the City Council, as advised by the Environment Agency, will use planning conditions or obligations to ensure adequate compensatory measures, on or off-site are carried out. These could include, for example, new flood defences or adequate storage measures. Management of surface water discharge should be given careful consideration in all new development and the use of Sustainable Drainage Systems (SuDS) will be encouraged in all new development.

Hazardous Installations

NE11: Planning permission for development at hazardous installations or involving the use, transmission or storage of hazardous substances will not be granted where there would be unacceptable health and safety risks to the users of the development, users of adjoining land or to the environment. Within the consultation zones around hazardous installations and notifiable pipelines, as shown on the Proposals Map, planning permission will be granted where the nature and severity of the risks presented by the hazardous installation are acceptable in the context of existing and potential uses of land within the consultation zone.

9.36 Certain sites and pipelines are designated as notifiable installations due to the hazardous substances present. The consultation zones around these sites and pipelines are shown on the Proposals Map. The consultation zones are specified by the Health and Safety Executive in order to control development in the vicinity of these sites for reasons of public safety.

9.37 Under the Planning (Hazardous Substances) Act 1990 consent is required for the storage and use of certain toxic, highly reactive, inflammable or explosive substances in excess of the controlled quantities set out in the accompanying regulations: Planning (Hazardous Substances) Regulations 1992. However, compliance with these regulations cannot ensure that there will not be any residual risk of an accident. The City Council therefore has to assess whether such a risk is acceptable and attach appropriate conditions to planning approvals to adequately address that risk.

9.38 In determining applications for development at hazardous installations and within their consultation zones the City Council will take into account:

- the advice of the Health and Safety Executive;
- any existing or proposed development, and any extant planning permission, on or within the vicinity of the application site;
- the implications of the proposed development for the local economy and employment;
- the nature of the hazardous installation and the nature of the proposed development;
- the impact on the environment;
- the anticipated number of users of the proposed development;
- the hours of use of the proposed development.

9.39 Within the consultation zones the City Council will consider making directions under Article 4 of the General Development Order 1995 to control changes of use which would result in a material increase in the numbers of persons working within or visiting the notified areas and being exposed to a significant safety hazard.

Derelict and Contaminated Land

NE12: Planning permission for development on, or adjoining, areas of contaminated, unstable or derelict land will be granted where it has been demonstrated that the site can be developed without health or safety risks to the users of the development and to the users of adjoining land. Where the principle of development is acceptable then appropriate planning conditions will be applied, or planning obligations negotiated, relating to any necessary remedial or monitoring measures.

9.40 Derelict land is disused and usually has been so damaged by a previous use that redevelopment costs are significantly increased. Contaminated land is land which, by reason of substances in, on or under the land, is causing, or is likely to cause significant harm to humans, other living organisms, ecological systems, controlled waters or property.

9.41 The City has a limited land supply and it is therefore important to maximise the potential of underused land and previously used vacant and derelict land for new development. The recycling of such sites will contribute to a more sustainable pattern of development and towards meeting the Government's targets for the proportion of new development to be accommodated on these so-called 'brownfield' sites, which is referred to further in the Housing chapter.

9.42 The Government's approach to re-use of contaminated land is referred to in PPS23 Planning and Pollution Control and stresses that land contamination is a material planning consideration in the preparation of development plan documents and in taking decisions on individual planning applications. The City Council has published a Contaminated Land Strategy which takes a strategic approach to identifying contaminated land and enables prioritisation of sites requiring remediation.

9.43 Proposals for the re-use of contaminated land should, where appropriate, include details of the nature and extent of contamination and any remedial measures required. Developers should consider early consultation with the Environment Agency with regard to risk assessment to determine the seriousness of the impact of any contamination on groundwater and watercourses. Policy NE10 seeks to protect the water environment, including the groundwater system.

9.44 Some derelict sites may have been re-colonised by plants and wildlife to form semi-natural habitats of nature conservation interest and proposals to reclaim such sites may involve loss of these habitats. Careful consideration must, therefore, be given to safeguarding nature conservation interest and this is addressed in Policy NE4.

9.45 Similarly, consideration should be given to the site's historical legacy, dealt with in Built Environment Policy BE16.

9.46 The effects of instability on development and land use and the need for it to be taken into account in the planning process are outlined in PPG14 'Development on Unstable Land'.

NE13: Planning permission will not be granted for development likely to result in site contamination or dereliction unless the City Council is satisfied that controls under other legislation will adequately alleviate the problem, or unless planning permission is subject to conditions which:

- a) ensure adequate measures are incorporated to protect the users of the development, the users of adjoining land, other living organisms, ecological systems and the environment from harmful effects of the contamination or dereliction, and / or**
- b) require an appropriate remediation scheme for the site to enable future development to take place when the proposed activity has ceased.**

9.47 In circumstances where planning permission is granted for development which will result in contamination or dereliction despite protective measures, the restoration of the site in accordance with an agreed scheme will be required. An appropriate remediation scheme will be determined with reference to:

- the nature and extent of the contamination and dereliction;
- 'suitable for use' principles regarding the required future use of the site;
- which will reflect land use supply circumstances at the time;
- the urgency of remediation in the light of the above two points.

Energy

NE14: Planning permission will be granted for development of renewable energy schemes where the proposals:

- a) do not cause significant harm to the local environment; and**
- b) will not unacceptably affect the amenity of neighbouring occupiers by reason of, for example, noise emission, visual dominance, reflected light or shadow flicker.**

9.48 It is now widely accepted that climate change is occurring and will continue to do so, with emissions of 'greenhouse' gases to the atmosphere being a key factor causing this. The use of renewable energy sources, such as solar, wind, water and biomass, could reduce greenhouse gas emissions as well as enabling businesses to reduce their energy costs. The Government's target is for 10% of national grid connected electricity requirements being met from renewable sources by 2010 and 20% by 2020.

9.49 Planning Policy Statement 22 'Renewable Energy' requires local authorities to consider the contribution their areas could make to meeting energy needs through renewable sources (whether grid connected or stand alone). It also suggests that policies should promote and encourage the development of renewable energy sources and recognise their full range and potential.

9.50 Policy NE14 balances encouragement of the use of renewable energy in development with mitigation of possible adverse effects on local amenity. Renewable energy schemes will be particularly welcome where they will aid the re-use of derelict sites, or provide for or enable sustainable developments within the urban area.

9.51 The greatest potential for using renewable energy in the City is through the incorporation of passive solar design and active solar technologies into developments. Consideration of such measures at the start of the design process should enable them to be incorporated in a way which does not compromise other important design issues which are referred to in the Built Environment chapter.

9.52 Energy efficiency is equally important in reducing 'greenhouse' gas emissions. The City Council will encourage development which makes full use of a wide range of energy efficiency and conservation techniques to exceed the minimum standards required by the Building Regulations. In the early stages of the development process consideration should be given to maximising energy efficiency through design, siting and orientation.

9.53 The City Council intends to produce planning guidance on renewable energy and energy efficiency to provide further advice on fully utilising opportunities to include energy efficiency measures and the use of renewable energy in development.

Waste

Waste Implications of Major Development

NE15: Planning permission for development, which is likely to generate significant quantities of waste or waste which is hazardous, will not be granted unless information is provided on how waste will be effectively managed.

9.54 The Nottinghamshire and Nottingham Waste Local Plan was adopted in January 2002. It is part of the Development Plan for the City of Nottingham and reference should be made to it for detailed guidance and further information on policies and proposals regarding waste issues.

9.55 Policies on waste have had regard to national planning policy guidance. PPG10 'Planning and Waste Management' (now replaced by Planning Policy Statement (PPS) 10 Planning for Sustainable Waste Management) indicated that the land use planning system has an important role to play in achieving sustainable waste management and it should provide a planning framework which enables adequate provision to be made for waste management facilities to meet the needs of society for the re-use, recovery and disposal of waste, taking account of the potential for waste minimisation.

9.56 The Government's National Waste Strategy in May 2000 and published amendments has now set national targets for municipal waste and statutory local recycling targets for household waste.

9.57 The strategy of the Waste Local Plan promotes options at the top of the waste management hierarchy such as waste minimisation, reuse and recovery and encourages waste managers to minimise environmental impact. The emerging Waste Local Development Framework will address the latest guidance on self-sufficiency and the proximity principle.

9.58 The City Council is developing an Integrated Waste Management Strategy. The Strategy will address the full range of issues concerning waste management, including initiatives to meet statutory targets and future landfill allowances. It is developing alongside Government policy initiatives and increasing legislation. The Strategy will emphasise the importance of waste minimisation, reuse, recycling and composting in line with Government policy.

9.59 Some development proposals can give rise to hazardous waste or significant amounts of waste and it is important that these impacts are fully addressed at the outset of the development process.

9.60 Hazardous waste or significant quantities of waste are those that require special storage and collection beyond regular commercial collection levels.

9.61 PPS 10 states that the land use planning system should ensure that opportunities for incorporating re-use and recycling facilities in new developments are properly considered. As a result planning applications for development schemes which are likely to generate significant amounts of waste will be expected to provide details of how that waste will be managed. Wherever possible, the developer should seek to provide recycling facilities within the development and provide details as to how such facilities will be managed.

9.62 Information on the waste implications involved should also have regard to the waste that may be generated during the construction phase. The developer should seek to minimise waste and manage waste in the most sustainable manner possible in line with the strategy of the Waste Local Plan.

Minerals

NE16: Planning permission for mineral workings or reworkings will be granted where:

- a) there are no unacceptable environmental or other impacts arising from mineral extraction;**
- b) prior extraction of minerals would not unreasonably delay other development; and**
- c) a full and comprehensive restoration and aftercare scheme is agreed with the City Council.**
- d) any reworking of existing minerals are clearly shown to have no detrimental effect on local communities.**

9.63 Decisions on applications for minerals developments will also have regard to Minerals Planning Guidance Notes and relevant policies in the Structure Plan and regional planning guidance.

9.64 The built up nature of the City means that there are unlikely to be any opportunities for mineral extraction over the course of the Local Plan period. If any applications do arise they will require a strong justification which will need to have regard to the measures that will be put in place to ameliorate the environmental effects of undertaking the activity as well as the restoration and aftercare measures which will be put in place upon completion of the activity.

9.65 Any reworking of existing minerals or new mineral extraction must be balanced against the impact of mineral workings on the environment. Mineral activity can also have a detrimental effect on local communities bringing problems of noise, dust and heavy lorry traffic sometimes over a period of many years. However, opportunities may arise where previously worked mineral reserves may be reworked as part of a development scheme and the City Council may consider granting planning permission for such schemes when the proposal is of a short term nature and would result in long lasting benefits to the community and to the environment.

Transport

Introduction

10.1 Integrated transport is a key element of sustainable development. It requires an approach to development which improves accessibility for all and provides real transport choices, while reducing the need to travel. Effective land use planning and its integration with transport planning are essential to reducing the need to travel, and the demand for travel.

10.2 There are good public transport links in Nottingham's City Centre and Town Centres which will be enhanced by the introduction of the tram and planned bus and rail improvement. The City also has an extensive cycle network. Nevertheless the proportion of journeys into Nottingham by car has continued to rise, and the distance travelled to work has increased.

Relationship of the Local Transport Plan (LTP) to the Local Plan

10.3 Nottingham City Council is the highway and public transport co-ordinating authority for its area, and is jointly (with the County Council) responsible for preparing the LTP. This covers the whole of Greater Nottingham for the period from 2001/02 - 2005/06, and will be fundamental to co-ordinating and improving local transport provision. The LTP must be integrated with the statutory development plan hierarchy to effectively tie land use and transport together. Its successor document, LTP2, was published as a provisional document in July 2005, and will be finalised in March 2006. It will cover the period April 2006 – March 2011.

Role of the Local Plan

10.4 The Local Plan will ensure that the LTP policies and programmes are carried through in terms of spatial, land use and development matters. It will provide the integration between land use planning and planning for transport.

10.5 It provides a policy framework for implementing the key strategies of the LTP, to safeguard land where appropriate to achieve detailed proposals in those documents. The application of planning policy will be a key mechanism in delivering long-term travel demand management and in ensuring progress towards the LTP targets and objectives.

10.6 Strategic policy ST4 emphasises the importance of the Local Plan in supporting and implementing the policies of the LTP.

10.7 The objectives of the LTP which the Local Plan will support are:

- a) To increase sustainable accessibility to the City Centre and Town Centres in ways which enhance economic activity, encourage development in, and reduce social exclusion from, these centres.
- b) To reduce traffic growth and to encourage modal change away from the private car, particularly for work journeys to the City Centre.

- c) To encourage safe walking and cycling for short journeys including travel to schools, shops and other local facilities.
- d) To improve integration and interchange between modes.
- e) To integrate land-use and transport planning by ensuring all new major development is well connected to the public transport system and accessible on foot and by cycle.
- f) To maintain and enhance Greater Nottingham's accessibility to regional, national and international markets, particularly by modes other than the car.
- g) To reduce social exclusion and to improve the accessibility to transport for disadvantaged groups, particularly disabled people.
- h) To relieve communities from the adverse effects of through traffic, particularly heavy goods vehicles.
- i) To maximise the efficiency and maintain the structural integrity of existing transport networks.
- j) To improve air quality within the Plan area and to alleviate other transport impacts upon health.
- k) To improve road safety, particularly for vulnerable road users.

Policies

~~Location of development and the sequential approach~~

~~T1: Planning permission for development which would generate significant travel demand will be granted where the proposal is located within the City Centre or the Town Centres as shown on the Proposals Map. Where no suitable sites or buildings suitable for conversion are available, preference will be given to edge of centre sites. Where out of centre sites are proposed, their suitability will be assessed against the following criteria, subject to other policies in this Plan:~~

- ~~a) their accessibility by a choice of means of transport;~~
- ~~b) their likely effect on Local Transport Plan and public transport plan targets in respect of overall travel patterns and car use;~~
- ~~c) the impact of any travel demand generated by the new development on the existing highway and public transport networks.~~

~~10.8 This policy will apply to land uses which generate visits by large numbers of people, for example retail, offices, entertainment, and leisure uses. These will be encouraged to locate in the City Centre and Town Centres. Smaller scale facilities, such as health centres, branch libraries, pubs, cafes, restaurants and takeaways, including those with drive through facilities, will be~~

~~encouraged in Town and local centres. Smaller scale retail, office, entertainment and leisure uses will also be encouraged in local centres.~~

~~10.9 All of these uses should be accessible by a choice of means of transport which provide real alternatives to car travel. If there are no available sites for such uses in existing centres, and there is a demonstrable need for such uses, they should be in edge of centre locations, but failing that in other locations well served by public transport and easily accessible on foot or cycle.~~

Planning Obligations and Conditions

T2: Planning permission for major development which is likely to generate additional journeys will be granted subject to conditions or planning obligations, where appropriate, to secure:

- a) the implementation and ongoing monitoring of a travel plan for the development, to reduce car use;**
- b) new or improved public transport access to the site, including the provision of appropriate infrastructure or financial support for bus, tram, park and ride or rail services;**
- c) new or improved pedestrian and cycle access / facilities in the vicinity of the site;**
- d) off site highway improvements where the works are necessary:

 - i) to enable the development to go ahead;**
 - ii) in order to facilitate public transport and / or pedestrian and cycle access to the site; and**
 - iii) to safeguard local road safety conditions, provided that they would not encourage the use of the private car, or further traffic congestion locally or elsewhere in the City;****
- e) subject to a satisfactory Integrated Transport Assessment having been submitted with the planning application.**

10.10 The application of Planning Obligations and Conditions with planning permission for major new development is essential to ensure that new development provides social, economic and environmental benefits to the community as a whole and does not undermine progress towards targets and objectives set out in the Local Transport Plan. Implementation of this Policy is directly related to the application of maximum parking levels and the other criteria set out in Appendix 1 of this Plan.

10.11 Where necessary, planning obligations and conditions will be used to facilitate public transport, cycle and pedestrian access to the site, and improved public transport facilities such as public transport interchanges and bus stops. This will include the provision of appropriate infrastructure or financial support for bus, tram, park and ride or rail services in line with the Quality and Accessibility Standards in the LTP.

10.12 The management of workplace car parking and the promotion by employers of attractive alternatives to the car is essential to reducing car use, particularly at commuting times when congestion is most serious. The City Council will work with employers to promote Travel Plans, which are now adopted by most of the big employers in the City. Major developments will be expected to put in place a Travel Plan with specific targets, to be reviewed on a regular basis.

10.13 Proposals for major development above the size thresholds set out Appendix 1 of this Plan likely to generate additional journeys should be accompanied by an Integrated Transport Assessment. Major development will include, for example, retail, office, entertainment, and leisure uses in accordance with PPG13. It will also include major residential development. This should illustrate the likely modal split of journeys to and from the site, together with details of measures and associated targets/performance indicators to improve access by public transport, walking and cycling, and to reduce the number and impacts of motorised journeys associated with the proposal.

10.14 Nottingham City Council and Nottinghamshire County Council are implementing an Interim Transport Planning Statement (ITPS) which provides information for developers on the scale of contributions for appropriate integrated transport measures required as a result of significant development proposals. This will be integrated into the next Structure Plan Review. Agreements for private sector funding of road works to enable the development will be dealt with under the Highways Act 1980 (as amended by the New Roads and Street Works Act 1991).

Car, Cycle and Servicing Parking

T3: Planning permission for development will not be granted where the levels of parking provision exceed the maximum parking levels set out in Appendix 1 which forms part of this Policy. In considering proposals for on site parking in new development, lower provision will be pursued subject to consideration of the following factors:

- a) the extent to which the amenity of occupiers of neighbouring property would be adversely affected, particularly residential occupiers;**
- b) whether, in the case of non residential developments, practical measures can be undertaken to significantly reduce the use of private cars to travel to and from the site;**
- c) the location of the development in relation to:**
 - i) public transport nodes, interchanges, or routes well served by public transport;**
 - ii) conveniently sited existing public off street spaces which can adequately cater for the proposed development;**
- d) whether traffic generated by the proposed development would be:**
 - i) prejudicial to conditions of highway safety;**
 - ii) detrimental to the character and amenity of Conservation Areas or other sensitive areas of the City, particularly for the reasons set out in Policy BE3;**

- e) **whether the characteristics of the proposed use are such that car ownership/use by potential occupiers will be low, particularly in the case of specialist residential accommodation and can be restricted by planning agreement or condition;**
- f) **whether the proposed use would be prejudicial to the efficient use of land.**

10.15 Maximum parking levels for development are set out in Appendix 1. Separate maximum parking levels apply in the City Centre area defined on the Proposals Map.

10.16 More restrictive maximum parking levels are appropriate for the City Centre because of its accessibility and the opportunities this would create in terms of urban design. Availability of car parking has a major influence on the choice of means of transport. Levels of parking may be more significant than levels of public transport provision in determining how people travel, even for locations very well served by public transport. Car parking also takes up a large amount of space in development and reduces densities. It is important to take into account the impact that the proposed number of spaces would have in terms of traffic congestion nearby. Employment uses have a major effect on the levels of congestion in the urban area and a regional approach to restricting car parking with new employment development is becoming established through regional planning guidance. This seeks to reduce car parking at these uses by linking them to modal split targets.

10.17 Appendix 1 incorporates the maximum parking level for new residential development included in PPG3 'Housing'. PPG13 maximum parking levels for other major uses are also adopted except where the City Council's maximum levels are already more restrictive.

10.18 In all cases no minima are expressed and the intention will be to reduce parking associated with new development where possible together with improving other transport modes.

10.19 The City Council will offer advice and support on Travel Plans to organisations in order to reduce commuting by car to their sites, and will negotiate with public transport operators to provide services to major sites.

10.20 In the Nottingham Trent University City Centre Quarter area, any proposed student accommodation will be close to the teaching facilities, and the City Council will negotiate a reduction in the number of spaces below the maximum levels set out in Appendix 1.

T4: ~~Planning permission will be granted for the redevelopment of car parks for alternative uses where the proposal would not result in demand for on street parking nearby.~~

~~10.21 The City Council intends to introduce a Workplace Parking Levy Scheme. The Workplace Parking Levy Scheme encourages employers to manage car parking more efficiently, therefore potentially releasing land for development. Details of this are still being developed. It will be applied City wide, to the estimated 58000 private non residential parking spaces, and include the following elements:~~

- ~~● introduction of on street parking charges in the City Centre~~
- ~~● introduction of decriminalised parking enforcement~~

- ~~discounts for approved expenditure on travel plans~~
- ~~exemptions for small businesses, possibly linked to regeneration activities or business rates.~~

~~10.22 This is likely to encourage some people to consider alternative modes reducing the demand for parking at employment premises. Some employers may therefore wish to reduce parking provision. The City Council will favourably consider proposals for redevelopment of existing private car parks for other appropriate uses provided proposals are accompanied by travel plans and measures to control on street parking. The City Council will encourage the redevelopment of unsightly car parks, both surface and covered, for high density mixed uses, through planning advice and planning briefs.~~

~~**T5: — Where car parking is considered to be appropriate, the following design considerations will be taken into account:**~~

- ~~**a) — car parking does not front onto public spaces, streets or routes, and basement parking does not conflict with any archaeological requirements;**~~
- ~~**b) — entrances to car parks within buildings do not dominate the frontage of buildings on public spaces or routes, or compromise community safety;**~~
- ~~**c) — safe, convenient and accessible pedestrian routes are created between building entrances, parking areas and adjacent streets;**~~
- ~~**d) — surface car parks are not located in front of buildings where the building would otherwise create an active frontage on to a public space or street;**~~
- ~~**e) — the design of surface car parks includes significant structural planting to minimise visual impact and encourage biodiversity.**~~

~~10.23 Where practicable, all developments which include parking and service areas should make appropriate provision for easy access and parking for people with a mobility problem. Disabled people will be able to access pedestrian streets outside 'core' times, as well as to obtain restricted access permits to enter pedestrian streets during 'core' periods.~~

Major Components of the City's Transport Strategy

10.24 The major infrastructure proposals to improve the City's overall transport networks comprise:

- Nottingham Express Transit Line One and proposals to develop future lines
- A major integrated transport improvement scheme for the Inner Ring Road in the City Centre to improve conditions for public transport, pedestrians and cyclists
- A major integrated transport scheme to improve conditions on the Ring Road
- A major transport interchange at the Midland Station

Further details on the proposals are set out in the LTP.

Nottingham Express Transit

T6: Planning permission will not be granted for development which would prejudice the development of a network of Nottingham Express Transit lines within the safeguarded areas shown on the Proposals Map.

10.25 Line 1 of NET is now operating . It runs between the City Centre and Hucknall, with a branch to Phoenix Park, close to Junction 26 of the M1.

10.26 A number of options for additional potential light rail routes from the City Centre towards Beeston, and Clifton, have been identified and will be the subject of further appraisal work. These are safeguarded indicatively on the Proposals Map. Associated park and ride sites and public transport interchanges will be promoted along them where appropriate. The City Council will not grant planning permission for development which would prejudice development of these proposed NET routes and associated park and ride sites. Any further NET routes will be subject to obtaining powers through Transport and Works Act Orders and a full public consultation exercise.

Major Development and Public Transport

T7: Planning permission will not be granted for major development which does not make physical provision in the road layout for public transport to serve the development.

10.27 The City Council will require public transport penetration or good access to public transport for major developments, which are defined as those developments which exceed the thresholds set out in Appendix 1 and major residential developments. The City Council will negotiate the inclusion of suitably designed roads for bus routes or NET access to major development. Developer contributions to facilitate public transport access and also to support services may be required where the travel demands of the development justify such provision in line with Policy T2.

Park and Ride

T8: Planning permission will not be granted for development which would prejudice the use of the following sites identified on the Proposals Map for park and ride:

T8.1 Forest Recreation Ground

T8.2 Wilkinson Street

T8.3 Phoenix

T8.4 Moorbridge

T8.5 Queens Drive

T8.6 Colwick Racecourse

10.28 Safe, convenient and secure park and ride facilities linked to efficient public transport services can help reduce congestion. The City Council will therefore safeguard existing and proposed park and ride sites shown on the Proposals Map.

Public Transport Interchanges

T9: Planning permission will not be granted for development which would prejudice the implementation of proposals for public transport interchanges, stations, bus stop or passenger facilities at the locations shown indicatively on the Proposals Map.

10.29 The City Council is pursuing the development of improved inter-modal public transport interchanges at key locations in the City. These include the Midland Station, Broad Marsh extension and as part of improvements to the Inner Ring Road. The integrated strategy for improvements to the Ring Road will include major enhancements to orbital bus services, 'state of the art' interchanges at intersections with major radial bus routes, NET Line One and future NET lines and local rail network development. This will promote transfer between radial routes and an enhanced orbital service, improving access to major travel generators such as hospitals, Nottingham University and major employment sites. Proposed new stations at Faraday Road, Beechdale, and Wollaton forming part of the South Nottinghamshire Rail Network proposals are also shown indicatively on the Proposals Map and the City Council will resist development which would prejudice their implementation.

10.30 Provision of bus stop and passenger facilities at key sites which generate travel demand will be sought in partnership with land owners and public transport operators.

Management of the Highway Network

T10: Planning permission will not be granted for development which would prejudice implementation of the proposed highway schemes outside the City Centre set out below:

T10.1 Ring Road Major Scheme

T10.2 A453 Improvements / Clifton Bypass

T10.3 M1 Widening

T10.4 Waterside Regeneration Zone

T10.5 City Centre Southern Relief Route

T10.6 Abbey Street / Gregory Street

T10.7 Access to proposed Clifton West residential development

T10.8 Mansfield Road

10.31 Following consultation, the Government has reviewed Trunk Roads including the definition of a new national core network and proposals for de-trunking the remaining non-core routes. The A60 / A614 north from Woodthorpe Drive, and the A6514 Ring Road (A52 / QMC to Valley Road / Mansfield Road), are to be de-trunked. No schemes on non-core routes in the Plan area are withdrawn from the national programme as a result of this review. The de-trunking programme offers opportunities for greater levels of local control and will assist in the promotion and implementation of transport demand management techniques. The proposed major integrated transport scheme for the Ring Road responds to this opportunity. The City Council will continue to consult the Highways Agency about any development affecting a core trunk road.

10.32 The status and timescale of the schemes listed in Policy T10 is set out in Appendix 2. They are major highway improvement and management schemes to improve public transport, cycling and walking facilities. They include highway proposals within regeneration areas as well as a limited number of proposals of a more local nature. In some cases detailed planning lines have been established for individual elements of the schemes, and these are shown on the Proposals Map. Where detailed lines have not been established, proposals are shown indicatively.

10.33 The Secretary of State has now confirmed his support for the recommendations of the Multi-Modal studies into the M1 and A453 corridors. The recommended package of measures include:

- A programme for the M1 in the East Midlands of junction improvements, provision of climbing lanes and widening, generally to dual-4 lanes, between Junctions 21 and 30, together with safety and traffic management measures.
- Dualling of the rural section of the A453 from the M1 to Clifton and widening of the urban section through Clifton to a 4 lane carriageway, as recommended by the A453 study.

In both cases, draft schemes are being worked up by the Highways Agency and will be subject to the relevant statutory procedures. All the safeguarded options shown on the Proposals Map will be retained pending the outcome of these statutory procedures.

10.34 All traffic management measures in the Plan should take into account the need for rapid and safe direct routes for emergency vehicles across the City, and for access to buildings and property by essential services, for example for mail delivery.

Cycling

T11: Planning permission will not be granted for development which would prejudice the implementation of the proposed cycle routes shown on the Proposals Map or the continuity of existing cycle routes unless satisfactory provision is made for an alternative alignment.

10.35 In Nottingham there has been an increase in cycle use with the expansion of the cycle network and parking facilities. The City Council intends to promote cycling by further expansion of the cycle network and safety measures. The cycle routes on the Proposals Map represent firm proposals. Development must make provision for these cycle routes or an appropriate alternative.

10.36 The proposed route along the River Trent between Trent Bridge and Colwick is particularly important as a strategic route as part of the overall cycle network. In considering proposals for comprehensive redevelopment of the Waterside area, the City Council will seek to include provision for the implementation of this cycleway. The City Council also supports the idea of providing new bridges for pedestrians and cyclists across the River Trent. Further investigation of the best location for these will be required.

10.37 The City Council's overall approach to cycling is set out in the approved Nottingham Walking and Cycling Strategy and in the LTP. Information on cycle parking requirements with new development is set out in Appendix 1 of this Plan.

Public Rights of Way

T12: Planning permission will not be granted for development which would obstruct or adversely affect a public right of way unless satisfactory provision is made for an alternative alignment.

10.38 The City Council considers that it is in the public interest to ensure that public rights of way are generally not lost as a result of development and will seek to ensure suitable alternative routes where loss is inevitable. Where development affecting a right of way does take place the procedures laid down in the Town and Country Planning Acts for the stopping up or diversion of the right of way must still be followed before the development can take place. An exception may be in designated areas where statistical evidence proves beyond all reasonable doubt that the public right of way is facilitating high levels of crime and anti-social behaviour in the localised area and where alternatives to closure have first been tried, tested and have failed.

Freight

~~**T13: Planning permission will be granted in appropriate locations for development which would provide facilities for sustainable freight movements by rail or water.**~~

~~10.39 The need to provide for the efficient movement of goods is essential for the economic health of the city. There has been a steady increase in the carriage of freight by road and a decline by rail and on water. PPG13 states that while road transport is likely to remain the main mode for many freight movements, land use planning can help to promote sustainable distribution, including where feasible, the movement of freight by rail and water. The City Council will take all opportunities to encourage new opportunities for sustainable freight movement, particularly in the form of inter-modal freight depots.~~

~~10.40 As set out in Policy E2.15 and Paragraph 3.29, a new site has been allocated at Beeston Sidings for Industrial development / expansion and restructuring for B1, B2 or B8 uses. The site is expected to provide an inter-modal freight depot (open storage), but may be subject to the operational needs of the railway. The City Council will continue to encourage developments generating substantial freight movements such as distribution and warehousing, particularly bulk goods, to locate away from congested central areas and residential areas, and ensure adequate access to trunk roads.~~

City Centre Transportation

Traffic Management

10.41 The City Centre Review, approved for public consultation in 2000, set out policies for the development and enhancement of the City Centre which have been incorporated in the Local Plan and are now reflected in the City Centre Masterplan and LTP2. These include plans for reducing the barrier between the central core and other quarters of the City Centre created by the Inner Ring Road. This will allow for the commercial expansion of the City Centre. Proposals include improvements to public transport operation and facilities, traffic reduction, and improved pedestrian crossings, wider pavements and the removal of subways. This will reduce the dominance of traffic on the Inner Ring Road and help to facilitate regeneration proposals in and around the City Centre. These measures will reduce the capacity of the Inner Ring Road for cars.

T14: Planning permission will not be granted for development which would prejudice implementation of the proposed highway schemes in the City Centre set out below:

T14.1 City Centre Major Scheme

T14.2 Broad Marsh

T14.3 East Side Regeneration Area

10.42 These schemes form part of a comprehensive and coherent approach to traffic management in the City Centre which seeks to achieve a better balance between the needs of pedestrians, cyclists, and motor vehicle movement and improve the City Centre environment. They include the following measures:

- reducing extraneous through traffic and minimising circulatory traffic;
- improving safety and convenience for pedestrians, mobility impaired people, and cyclists;
- improving accessibility for people with mobility problems;
- minimising motor vehicle intrusion into areas of pedestrian activity, architectural / historic quality or environmental sensitivity;
- improving environmental quality and convenience for pedestrians on the Inner Ring Road, including the removal of subways where appropriate and practicable and their replacement with attractive and safe surface crossings;
- improving and facilitating the operation of buses, Nottingham Express Transit, and the Robin Hood Line and continuing to improve pedestrian and cycle access between the Midland Station and the Central Core;
- maintaining service accessibility for shops, other businesses and homes.

A fuller description of the schemes and their timescale / status is set out in Appendix 2.

10.43 All traffic management measures in the Plan should take into account the need for rapid and safe direct routes for emergency vehicles across the City, and for access to buildings and property by essential services, for example for mail delivery.

City Centre Car Parking

10.44 The City Centre area is defined on the Proposals Map. Maximum parking levels are set out in Policy T3 and Appendix 1.

T15: Planning permission will not be granted for new car parks in the City Centre except where the car parking can be limited by planning condition or planning obligation to short or medium stay use and the traffic generated will not give rise to traffic congestion.

10.45 In order to maintain the City Centre as a thriving regional shopping and commercial centre the City Council will encourage adequate public car parking for shoppers and visitors, where this will not prejudice its objectives to contain congestion and circulating traffic. This policy will not normally apply to proposed developments which include primarily residential uses, but will be applied to mixed use development proposals and proposals involving primarily employment uses. In line with regional planning guidance, if any new off street car parks not associated with development are proposed in the City Centre, it will need to be shown that:

- public transport, cycling or walking provision is inadequate, or there is a shortage of shopper and visitor parking detracting from the vitality and viability of the specific area of the City Centre;
- excessive on street parking in that part of the City Centre is having an adverse effect on highway safety or visual amenity which cannot be reasonably resolved by other means.

10.46 Commuter car parking will be discouraged by the use of public car parking pricing mechanisms, planning obligations and conditions on new planning permissions, and the proposed Workplace Parking Levy Scheme. Details of the latter are set out in the supporting text to Policy T4 earlier in this Chapter. Unofficial use of land for car parking, particularly in respect of long stay parking which is not consistent with the city's Transport Strategy, will be subject to enforcement action.

T16: Planning permission will not be granted for car parking as part of new development where this requires access via pedestrian streets and pedestrian priority areas in the City Centre as shown on the Proposals Map.

10.47 Applying a zero on-site parking level to developments on existing and proposed pedestrian streets in the City Centre will ensure that the pedestrian environment remains attractive to shoppers, tourists, and visitors, and for practical and safety reasons. Wherever practicable, the City Council will seek to further reduce parking proposed on site for new development in the City Centre in parallel with other integrated transport measures. The City Council will encourage and offer advice and support to developers and organisations to adopt Travel Plans in parallel with reductions in the number of car parking spaces provided on site with new development, and will seek to implement the workplace parking scheme, details of which are set out earlier in this Chapter.

Appendix 1

Maximum Car Parking Levels, Cycle Standards, and Servicing

A1

Scope

The maximum parking levels set out below are part of an integrated approach to transport which seeks a top quality integrated public transport system and in which public transport users, walkers and cyclists will receive priority over car drivers. However, this will be balanced against the need to maintain and enhance the economic well being of the City as a competitive and attractive place to work and invest in, and the City Council's regeneration agenda. Appropriate programmes of infrastructure investment and revenue support will be implemented, funded from a range of sources. In the City area, this will include the workplace parking levy with revenues invested in public transport and other sustainable alternatives to the car, and in improved maintenance of the highway, pedestrian and cycle networks with associated improvements for community safety. Throughout the Plan area, developers will be expected to contribute to off-site integrated transport measures to address the impact of traffic generated by their developments.

The maximum levels below form the top end of a range down to no spaces on site with new development. Wherever appropriate, the City Council will minimise the number of spaces provided on site with new development within this range, particularly in locations like the City Centre and the Town Centres, which are highly accessible by public transport, cycling and walking.

The maximum parking levels relate to specific uses in the Town and Country Planning Use Classes Order 1987. Any development proposals within uses not listed below will be considered on their individual merits and it is not proposed to cover all eventualities in relation to permitted development rights within the terms of the Use Classes and General Development Orders. In exceptional circumstances, in town centres, parking levels above the maximum may be considered to encourage investment in the centre, where the extra parking would genuinely serve the centre as a whole and agreement to this has been secured before planning permission has been granted. Exceptions may also be considered where an applicant for major single use development has demonstrated that a higher level than the maximum is needed, and has demonstrated the measures they are taking to minimise the need for parking.

All major development proposals above the size thresholds set out in Section 3 below *, will be considered in the context of an integrated transport assessment which examines:

- a) the location of the proposal
- b) the likely modal split of journeys to and from the site

- c) measures to be undertaken to improve access to the site by public transport, walking and cycling measures to be undertaken to reduce the number and impacts of motorised journeys associated with the proposal.

* This will also apply to proposed new B2 Industrial development above 5000m² gross, B8 Distribution and Warehousing above 10000m² gross, and housing developments of more than 100 dwellings.

Maximum Car Parking Levels

Section 1

City Centre Car Parking

The City Centre (as defined on the Proposals Map) includes the South Side Regeneration Zone, and most of the East Side Regeneration Zone. As uses in these areas will be closely related to activity in the rest of the City Centre, car parking proposed with new development will be limited to the same maximum levels as in the rest of the City Centre. However, within the Regeneration Zones there may be opportunities for new approaches to parking provision, particularly where there is scope for shared facilities. Innovative and flexible approaches to parking provision which contribute to the comprehensive regeneration of the area and fit within the Council's overall Transport Strategy will be encouraged.

City Centre Pedestrian Streets:

No spaces

Rest of the City Centre (including the East Side (within the City Centre Boundary) and the South Side):-

A1 Shops / A2 Financial & Professional Services / A3 Restaurants and cafés / A4 Drinking Establishments / A5 Hot Food Takeaways:

1 space per 25m² of gross floorspace ⁽¹⁾⁽²⁾

B1 (Offices):-

1 space per 100m² of gross floorspace ⁽²⁾

B1 (Non Office) / B2 General Industrial:

1 space per 215m²

B8 (Storage and Distribution, Transport Depots, Cash and Carry direct sales to traders):

1 space per 450m² of gross floorspace ⁽²⁾

C1 (Hotels):

1 space per bedroom (if a hotel provides conference facilities, the number of car parking spaces required must be assessed separately) ⁽²⁾

C3 (Residential):-

1 space per dwelling ⁽²⁾

- (1) For major retail development, the City Council will require a Planning Obligation to ensure that associated car parking is managed so that the provision is available for public use by shoppers and is not used by commuters.
- (2) In applying this maximum parking level, the City Council will take into consideration proximity to public car parks with spare capacity and, where applicable, the potential for dual use of parking spaces in primarily day time use.

Section 2**Regeneration Zones outside the City Centre (e.g. Waterside)**

The City Council will ensure that new development in these major mixed use redevelopment areas will be highly accessible by public transport and other transport modes. The Regeneration Zones provide opportunities for new approaches to parking provision, particularly where there is scope for shared facilities eg between residential, leisure and employment uses. Innovative and flexible approaches to parking provision which contribute to the comprehensive regeneration of the area (and which are subject to the general principle of integrated Transport Assessments set out above) will be encouraged. As a general guide, however, the maximum levels set out in Sections 3 and 4 below will be used to gauge any development proposals within these areas.

This will be kept under continuous review to ensure that the right balance between regeneration and restraint based car parking approaches is maintained. These matters will also be among those considered in planning briefs/supplementary planning guidance prepared for regeneration areas.

Major mixed use development

The City Council will seek to minimise on site car parking for individual uses which make up any mixed use proposals, where there is scope for shared parking facilities, and subject to existing and potential access to the site by other modes.

Section 3

Car Parking Maximum Parking Levels for single use major development other than in the City Centre, Regeneration Zones, or major mixed use developments

The maximum parking levels set out below are for major developments above the size thresholds specified: -

Use	Maximum Parking Level (Space per square metre (m ²) of gross floorspace unless otherwise stated)	Threshold above which maximum parking level applies
Food Retail *	1 space per 14 m ²	1,000m ²
Non Food Retail *	1 space per 20 m ²	1,000m ²
Cinemas and Conference Facilities *	1 space per 5 seats	1,000m ²
D2 (other than cinemas, conference facilities, and stadia)*	1 space per 22 m ²	1,000m ²
Nightclubs *	1 space per 22 m ²	1,000m ²
B1 (offices) ⁽¹⁾	1 space per 40m ²	2,500m ²
B1 (Non Office) ⁽¹⁾	1 space per 85m ²	2,500m ²
B2 General Industrial		
Higher and Further Education	1 space per 2 staff + 1 space per 15 students ⁽²⁾	2,500m ²
Stadia	1 space per 15 seats ⁽³⁾	1,500 seats

* Subject to sequential test criteria

(1) Large mixed use (business parks) can vary quite substantially in traffic generation and parking requirements, depending on the precise uses to which the buildings are put. However, unless detailed information is submitted on proposed land uses, parking requirements will be assessed on the basis of B1. The proposal must be accompanied by a transport assessment and technical justification of the proposed parking/servicing provision using a recognised technique. Developers may then be required to accept planning conditions controlling otherwise permitted changes of use/occupancy

(2) The maximum level for students relates to the total number of students attending an educational establishment, rather than full time equivalent figures.

- (3) For stadia, sufficient coach parking should be provided to the satisfaction of the City Council and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.

Section 4

Maximum Parking Levels and Servicing Standards for single use development below the thresholds referred to in Section 3 above (outside the City Centre, Regeneration Zones and major mixed use developments):

B1 (Offices):

1 space per 40m²

B1 (Non Office):

1 space per 85m²

(Where car parking for light industrial development is provided at a rate of 1 space per 85 m² but where the development is also readily usable as offices the developer/occupier will be asked to enter into an agreement that its use be restricted to light industry only).

B2 (General Industrial):

1 space per 85m²

B8 (Storage and Distribution, Transport Depots, Cash and Carry Direct Sales to Traders):

1 space per 215m²

C3 (Dwellings):

- i) Normal housing development: Average of 1.5 spaces per dwelling over whole development.**
- ii) Groups of flats or maisonettes (of no more than three bedrooms) may be served by privately managed communal car parks provided these are conveniently located in the proximity of the dwellings they are intended to serve and they can be accessed by both visitors and residents. In these situations the maximum provision is:**
 - 1.5 spaces per dwelling.

The City Council will pursue more restrictive maximum levels of parking in the case of conversion of properties for multi-occupancy residential use except where this is likely to result in or add to significant road safety or on-street parking problems.

Section 5

Parking facilities for Disabled People

Parking for disabled people should be additional to the maximum parking levels. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design, with reference to Traffic Advice Leaflet 5/95, 'Parking for Disabled People.'

For car parks associated with employment premises, spaces for parking by disabled people should be provided at the following rates:

- up to 200 car spaces, 5% of capacity subject to a minimum of 2 spaces to be reserved
- over 200 car spaces, 2% of capacity plus 6 spaces

For car parks associated with public, shopping or leisure facilities:

- up to 200 spaces, 6% of capacity, minimum of 3 spaces
- over 200 spaces, 4% of capacity plus 4 spaces

Further advice is available in 'Providing for People with a Mobility Handicap' (The Institution of Highways and Transportation) and from the City Development Department.

Where a reduced number of car parking spaces below the maximum levels is provided with new development, the level of car parking provision for disabled people should be maintained in the same proportion as if the overall number of spaces was up to the maximum level. This would not apply where it is not possible to provide any car parking on site (for example in pedestrian streets, or in listed buildings).

Reserved parking spaces for disabled people should be 5.0m x 3.6m in size, but more detailed advice on the layout of parking spaces for disabled people is available from the City Development Department.

Section 6

Operational Parking / Servicing

In addition to these maximum car parking levels, provision will also need to be made on site for lorries or other large vehicles to load / unload and manoeuvre (except in the case of pedestrian streets where rear access is not available).

At education establishments, provision for coaches to park and manoeuvre will be required, and at hospitals, health centres and other public facilities where elderly and / or disabled people will be dropped off and picked up, parking and manoeuvring facilities for ambulances and minibuses will be necessary.

Further details on such requirements can be obtained from the City Development Department.

Section 7

Cycle Parking

The Cycle Parking Standards set out below are minima.

For retail, commercial and industrial premises, as well as places of assembly and entertainment, and public off street car parks, one secure (loop type) cycle parking stand will be required for every 10 car parking spaces. If the number of car parking spaces provided with the development will be lower than the maximum car parking level, then the number of cycle spaces will still be calculated as if the maximum car parking level was being applied. A higher level of provision will be sought at leisure centres or other facilities which attract a disproportionately high number of trips by bicycle, especially if they are in areas well served by cycle routes.

For educational establishments (teaching facilities) the City Council will seek to achieve a target of one cycle parking place per 5 students normally present for new development in addition to one cycle parking place for every 10 normally present members of staff. For new student accommodation, all developments should make provision for secure cycle parking at a ratio of approximately 1 space for every 4 bed spaces.

Further information on the type and layout of cycle parking provision is available from the City Council. Provision of cycle parking in well lit, secure and under cover locations will be sought wherever possible. The City Council will also pursue the provision of secure bicycle parking facilities at new railway and Nottingham Express Transit stations, and at public transport interchanges, bus stations and park and ride sites, as well as secure cycle storage in new residential developments.

Notes

Motorcycles :- Significant savings in the number of spaces will be possible if separate provision is made for motorcycles as, clearly, single motorcycles waiting in car spaces is not an efficient use of space. Maximum motorcycle parking will be 5% of the maximum car parking level, and below these levels, 5% pro rata.

Change of use and permitted development: Wherever possible changes of use will be subject to the same maximum levels as for new development. Reduced numbers of spaces will be sought where the proposed use is demonstrably less traffic intensive than the earlier approved use, or where the development relates to the reuse of a building recognised as being of architectural or historic interest. In exceptional circumstances, conditions may be imposed affecting permitted development rights. Restrictions will be considered where an otherwise permitted change of use could cause a material deterioration in local traffic conditions.

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Appendix 2

Schedule of proposed highway schemes and status forming part of Policies T10 and T14

A2

Policy T10 (Proposals outside the City Centre)

Proposals of strategic importance:-

T10.1 Ring Road Major Scheme

This scheme is an integrated transport strategy for the A6514 Ring Road. It includes proposals for improvement to public transport priority, road safety / community schemes, pedestrian and cycling facility improvements, and capacity improvements at critical junctions to reduce congestion and improve air quality. Details of this scheme are set out in the LTP. The route of the proposed public transport improvement and location of junction improvements are shown indicatively on the Proposals Map.

Timescale / Status: Accepted by the DfT as a major public transport scheme, work in progress, completion by 2009.

T10.2 A453 Improvements / Clifton Bypass

The Secretary of State has now confirmed his support for the recommendations of the Multi-Modal study into the A453. These include dualling of the rural section of the A453 from the M1 to Clifton and widening of the urban section through Clifton to a 4 lane carriageway, as recommended by the A453 study. A draft scheme is being worked up by the Highways Agency and will be subject to the relevant statutory procedures. The 2 safeguarded options shown on the Proposals Map will be retained pending the outcome of these statutory procedures.

Timescale / status: Ongoing safeguarding pending publication of the Highways Agency's proposals for the Clifton Lane option. Preliminary programme is for construction to commence 2008/9.

T10.3 M1 Widening

The Secretary of State has now confirmed his support for the recommendations of the Multi-Modal study into the A453. These include a programme for the M1 in the East Midlands of junction improvements, provision of climbing lanes and widening, generally to dual-4 lanes, between Junctions 21 and 30, together with safety and traffic management measures.

Again a draft scheme is being worked up by the Highways Agency and will be subject to the relevant statutory procedures. The safeguarded route shown on the Proposals Map will be retained pending the outcome of these statutory procedures.

Timescale / status: Ongoing safeguarding pending publication of the Highways Agency's proposals for the M1 improvements. Preliminary programme is for construction to commence in 2006/7.

T10.4 Waterside Regeneration Zone

Safeguarded indicative extension of Cattle Market Road to facilitate regeneration proposals in the Waterside area, and associated improvement to the London Road / Cattle Market Road junction.

Safeguarded indicative link road between Trent Lane and Racecourse Road, built to an adoptable standard, open to all traffic. A road accessing development from Racecourse Road which does not establish a link to Trent Lane will not be acceptable.

Timescale / Status: Subject to implementation of the regeneration proposals and funding availability.

T10.5 City Centre Southern Relief Route

Completion of the City Centre Southern Relief Route Strategy. The whole scheme, part of which is already implemented, has been brought forward to facilitate redevelopment on the southside of the City Centre, including the Broad Marsh Centre, reduce traffic on the Inner Ring Road, including the future closure of Collin Street, and to help reduce severance to pedestrians. Proposals include a traffic management scheme on Castle Bridge Road and junction improvements at Castle Boulevard, Queens Drive, and London Road / Canal Street. The remaining unimplemented section of the route is safeguarded indicatively on the Proposals Map and will enable further regeneration proposals to the south and south west of the City Centre.

Other safeguarding proposals of local importance:

T10.6 Abbey Street / Gregory Street

Junction improvement and Abbey Street widening to improve local highway conditions.

Timescale / Status: In City Council's Highway Programme within timescale of the Local Plan

T10.7 Access to proposed Clifton West residential development

Safeguarded routes to provide access to this proposal are shown indicatively on the Proposals Map.

Timescale / Status: Subject to implementation of the proposed residential development at Clifton West within timescale of the Local Plan.

T10.8 Mansfield Road

Highway improvements from Forest Road to Huntingdon Street including junction improvements and provision of a new layby.

Timescale / Status: In City Council's Highway Programme within timescale of the Local Plan.

Policy T14 (Proposals relating to the City Centre)**Proposals of Strategic Importance****T14.1 City Centre Major Scheme**

Integrated transport scheme to achieve public transport, traffic reduction, pedestrian and cycling accessibility benefits on the Inner Ring Road on Maid Marian Way, Upper Parliament Street, Milton Street, and eastern section of Lower Parliament Street. Selected junction improvements at other junctions to achieve diversion of general traffic on to alternative routes are also included as part of the scheme.

Timescale / Status: Included in the LTP, accepted by the DfT as a major public transport scheme, work in progress, completion by 2005.

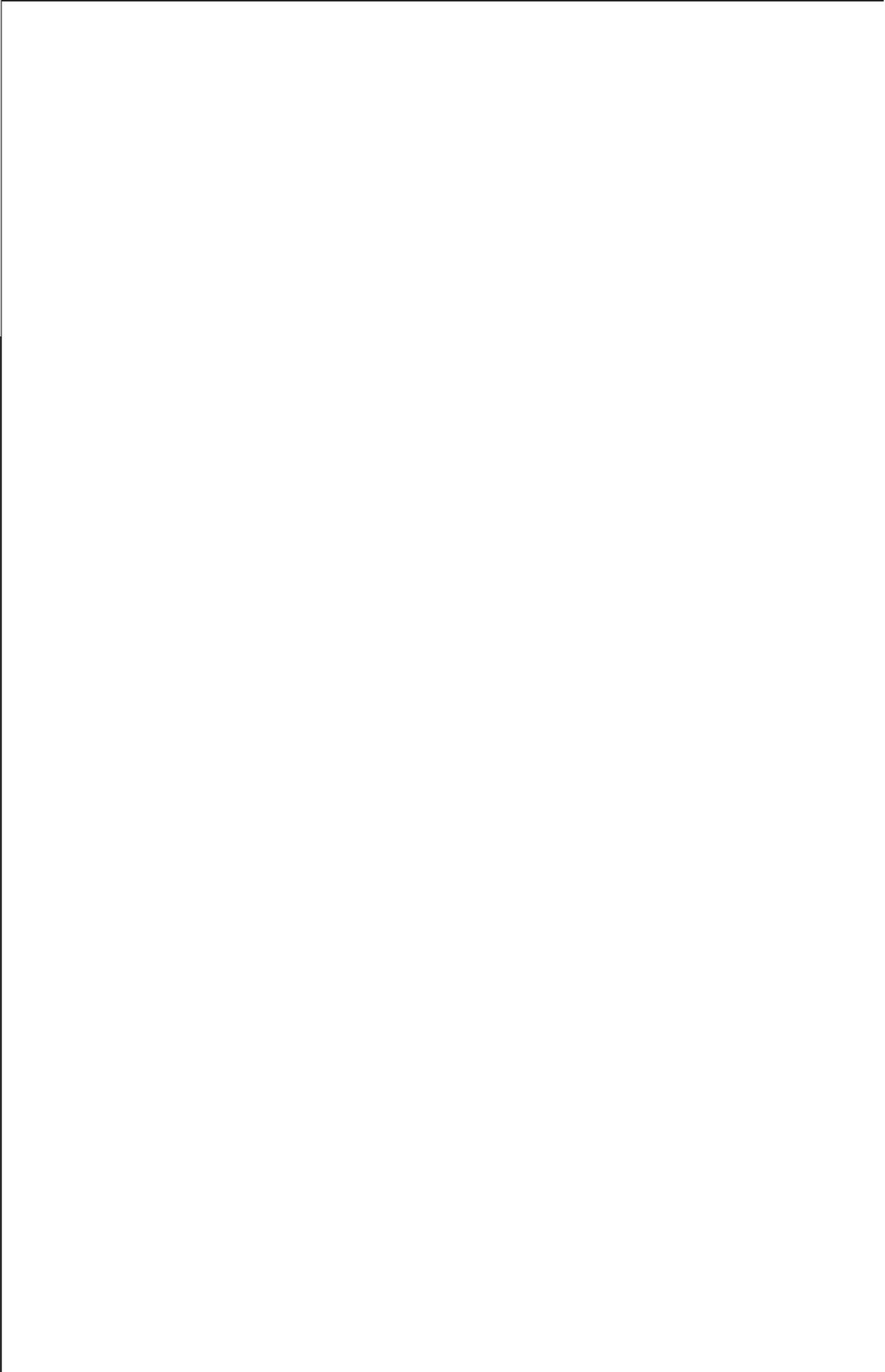
T14.2 Broad Marsh

As part of the proposed redevelopment and extension of the Broad Marsh Centre, the road network will be restructured to give more priority to buses, pedestrians and cyclists and encourage diversion of traffic to the Southern Relief Route away from the city centre. The proposals include closure of Collin Street, remodelling of Maid Marian Way, Greyfriar Gate, Castle Boulevard, Wilford Street junction, Canal Street, Carrington Street, Station Street, Trent Street, Middle Hill and Cliff Road to provide a new highway network. Closure of Maltmill Lane and realignment of Popham Street is also proposed as part of the development.

T14.3 East Side Regeneration Area

Proposed planning lines and junction improvements on the southern section of Lower Parliament Street / Glasshouse Street / Cranbrook Street / Bellar Gate traffic system, Manvers Street, Pennyfoot Street and Southwell Road, as well as Bath Street and Sneinton Road, to improve public transport operation, local highway conditions, and cycling accessibility, and reduce pedestrian severance, as part of regeneration proposals for the East side area.

Timescale / Status:- Subject to implementation of regeneration proposals and funding availability.



Appendix 3

Supplementary planning guidance

Supplementary planning guidance does not form part of the Local Plan but is intended to amplify the Plan's policies and proposals and to provide more detailed information and guidance to assist those submitting planning applications.

It can take the form of design guides or advisory information on a topic basis, development or design briefs for a specific site or geographical area, concept briefs or masterplans.

The City Council is committed to undertaking public consultation on supplementary planning guidance.

The documents listed below have been approved by City Council resolution and are 'saved' within the context of the Planning and Compulsory Purchase Act 2004. They are available separately from the City Development Department, Exchange Buildings North, Smithy Row, Nottingham NG1 2BS. In addition, recently adopted supplementary planning guidance can be downloaded from the Publications page on the website: www.plan4nottingham.com.

Any supplementary planning guidance approved as Supplementary Planning Documents under the Planning and Compulsory Purchase Act 2004 which is subsequent to the list below will also be available.

Site / Area Specific Guidance

Basford Gas Works

Blenheim Allotments, Bulwell

Broad Marsh

Canal Street

Castle Boulevard

Castle Conservation Area Policy

Chettles Yard/Radford Goods Yard and area

Chilwell Dam Farm (Nottingham Business Park)

Clifton Hall

Clifton South

Clifton Village Conservation Area Policy

Colwick Hall

A3

Co-operative House

Dunn Line Coaches, Park Lane

Eastside Regeneration Area Interim Planning Guidance

Enderleigh

Fletcher Gate/Warser Gate/St Mary's Gate (AC Gill site)

Forest Mill

353, Haydn Road, New Basford

High Pavement College, Arnold Road

Highbury Works, Bulwell

Huntingdon Street/Mansfield Road

Johnson's Factory, Vernon Road, Old Basford

Land off Eastwood Street, Bulwell

Lace Market Conservation Policy

London Road/Station Street

Mapperley Hospital

Nottingham Station Design Guidance

Park Conservation Area Policy

Southside Regeneration Area – Interim Planning Guidance

Southwark Street, Old Basford

Springfield Pastures

The Nottingham Trent University - Clifton Development Plan

Thomas Forman and Allied Bakery Sites, Hucknall Road

Trent Lane

Trinity Square

Waterside Interim Planning Guidance

Wilford Sports Ground

Wollaton Village Conservation Area Policy

Woolpack Lane

General Design Guides/Advisory Publications

Affordable Housing Policy and Developers' Contributions

City Centre Streetscape Design Manual

Design Guide for Community Safety in Residential Areas

Design Guide for Extending your Home

Design Guide for Industrial, Commercial and Retail Development

Design Guide for Shopfronts

Design Statements with Planning Applications

Landscape Code of Practice

Listed Buildings: A Guide for Owners

Outdoor Cafes Design Brief

Planning Guidelines for Provision of Open Space in New Residential Development

Shroud Advertisements

Sustainable Developer Guide for Nottinghamshire

Sustainability Checklist

Trees on Development Sites

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Appendix 4

Glossary

Affordable Housing	Housing available to those whose income generally denies them the opportunity to purchase or rent dwellings on the open market. Can refer to dwellings for rent or for owner occupation (wholly owned or shared ownership).
Allocation	Land identified in the Local Plan for a specific use.
Ancillary Use	A use which is secondary to, but associated with, the main use of a site, but which does not amount to a separate use in its own right.
Archaeological Constraints Areas	Areas within which development could detrimentally affect archaeological remains.
Article 4 Directions	Means by which the Council can remove permitted development rights, such as the right to install velux roof lights, in order to preserve the character and amenity of an area. Confirmation of such Directions is required from the Secretary of State
Bad Neighbour Uses	Uses which are not appropriate within a specific area, e.g. general industrial uses within residential areas by reason of impact on residential amenity or of the environmental effects of development.
Biodiversity	The range of life forms which constitute the living world, and the habitats and ecosystems within which they exist.
Brownfield Sites	Land which has been previously developed.
Built Environment	The built up areas of Nottingham.
Central Core	That part of the City Centre bounded by the current line of the Inner Ring Road.
City Centre	The historic and commercial centre of Nottingham. Defined on the Proposals Map.
Circular	A government publication providing guidance on specific issues. Identified by number and the year of publication.
Committed Land	Land with unexpired planning permission
Commuted Sum	Payment made in lieu of providing services or facilities or built development on site.

Comparison goods	Goods purchased for longer term use. Includes clothing, household goods, books, jewellery, furniture, etc (see also convenience goods).
Compulsory Purchase Order (CPO)	Procedure allowing the purchase of land without the consent of the land owner.
Conservation Area	Area designated by a local planning authority under Section 69 of the Planning (Listed buildings and Conservation Areas) Act, 1990, regarded as being an area of special architectural or historical interest.
Contaminated Land	Land which, because of substances in, on or under it, is causing, or is likely to cause significant harm to people or the environment and cannot be developed without remedial treatment.
Conurbation	Greater Nottingham, includes Nottingham City and parts of Ashfield, Broxtowe, Gedling and Rushcliffe.
Convenience goods	Goods purchased for immediate consumption, e.g. foods, groceries, drink, confectionery, tobacco, newspapers.
Density	The intensity of development in any given area. For housing, in terms of dwellings per hectare. Net residential density is measured as the number of dwelling units per hectare of land developed for housing and directly associated uses, such as roads, private gardens, car parking and incidental open space.
Derelict Land	Land which is disused and usually has been so damaged by a previous use that redevelopment costs are significantly increased.
Development	Includes new buildings, alterations and extensions, changes in use of land or buildings, and displaying advertisement signs. Also includes operations such as tipping, mining and earth moving.
Developer Contribution	Provision of services, infrastructure, facilities etc by the developer, either on site or through a commuted payment.
Development Briefs/ Planning Briefs	Documents which are not part of a statutory plan but which provide guidance to ensure that sites are developed in such a way as to achieve the planning objectives of the City Council and benefit the general public. These will always be adopted as Supplementary Planning Documents (see separate entry). Existing supplementary planning guidance (see separate entry) approved by the City Council before the commencement of the Planning and Compulsory Purchase Act 2004 is 'saved' under the provisions of that Act.

DfT	Department for Transport
East Midlands Regional Planning Guidance (RPG 8)	Guidance issued by the Secretary of State in January 2002 which provides a framework for the preparation of Structure Plans and District Wide Local Plans in the East Midlands Region. Now replaced by the East Midlands Regional Spatial Strategy (RSS8), March 2005.
Edge of Centre	Within easy walking distance of an existing centre (i.e. 300 metres or less).
Employment Land	Refers to land used for employment purposes as defined by classes B1 to B8 of the Town and Country Planning (Use Classes) Order, 1987.
Factory Shop	Retail outlet situated within a factory, selling goods manufactured either on the premises or elsewhere by the same company.
Green Belt	Area of great restraint on development, the aim of which is to prevent the coalescence of the major urban areas of Greater Nottingham, Derby, the Erewash towns, Hucknall and Mansfield/Ashfield/Alfreton. In addition it helps to prevent urban sprawl and assist in the regeneration of land within Nottingham's built up area.
Greenfield Sites	Sites not previously developed, such as parks and agricultural land.
Gross Floorspace	The total floor area of a building, including circulation space, toilets and service areas. Normally measured from the outside of the exterior walls.
Habitats Regulations 1994	Conservation (Natural Habitats etc), Regulations 1994, which provides a list of European Protected Species (in Schedule 2).
Home Zones	These aim to improve the quality of life in residential areas by using a range of environmental and traffic calming measures to reduce the impact of motor traffic; and allow streets to be used by residents for purposes other than passage.
Infrastructure	Basic physical facilities which serve land uses within the City, e.g. roads, water, gas and electricity services, railways.
Inner Ring Road	Maid Marian Way, Canal Street, Lower Parliament Street, Upper Parliament Street. (On the development of the Broad Marsh Centre, it will become Maid Marian Way, Wilford Street, Waterway Street, Sheriffs way, Queens Road, London Road, Lower Parliament Street, Upper Parliament Street.)

Interim Transport Planning Statement	Policy statement produced by the Local Planning Authority to develop policy emerging from a Local Transport Plan in advance of incorporation into a development plan.
'Lifetime Homes' Standards	'Lifetime Homes' are dwellings which are built with the changing needs of people in mind. They are more flexible, convenient, safe and accessible than most housing without being significantly more expensive to build. Although not designed to be wheelchair-standard housing, they are easy to adapt. The standards go slightly beyond those contained in Part M of the Building Regulations.
Listed Buildings	Buildings or structures of special architectural or historic interest and included in a list, approved by the Secretary of State, giving details for each building. They are protected from unauthorised works on or near them and from unauthorised demolition. Listed Building consent is required for any proposals for alteration or extension of a listed building in any manner which would affect its character as a building of special architectural or historic interest.
Local Transport Plan	A strategic plan for the whole of Greater Nottingham, jointly prepared by the City Council and County Council, aimed at achieving more sustainable and integrated transport, integrated with land use planning, and policies for education, health and the environment. Forms the bid for transport capital funding from Central Government.
Material Change of Use	A significant change, for example where planning permission is required for change from one use to another.
Mature Landscape Area (MLA)	Areas identified as being of landscape importance on the basis that they represent those areas least affected by development, intensive agriculture, forestry etc. Further information on MLAs as part of the Countryside Appraisal is available from the Environment Department of Nottinghamshire County Council.
Mixed Use Development	A development which includes two or more different uses within the overall scheme.
Mobility Impaired People	People with disabilities, people with young children and elderly people who have difficulties with access and general mobility.
N.E.T	Nottingham Express Transit, the developing light rail (tram) network.
ODPM	Office of the Deputy Prime Minister.

Operational Parking	Parking for vehicles which need to be used as part of the operation of the business, e.g. delivery vehicles.
Park and Ride	System where private motorists are encouraged to leave their car at an out of centre public car park and travel the rest of the way to their destination by public transport.
Pedestrian Priority	Proposals which seek to restrict access by motorised vehicles and cyclists in order to improve the pedestrian environment.
Planning Obligations	A legal agreement entered into by a developer, related to the form, content or timing of a development or to requirements that must be met before the development is occupied, usually through an agreement under Section 106 of the 1990 Town and Country Planning Act (as amended). Circular 1/97 sets out Government policy for the use of planning obligations. It states that planning obligations should be sought only where they are necessary, relevant to planning, directly related to the proposed development and reasonable in all other respects. Planning obligations can also be entered into by means of a Unilateral Undertaking by a developer.
Planning Policy Guidance Notes (PPGs)	Guidance issued by the (former) Department of the Environment Transport and the Regions, Department of Transport, Local Government and the Regions (now the Department for Communities and Local Government, and the Department for Transport), on a range of planning issues. Must be taken into account when preparing the Statutory Local Plan. Now being replaced by Planning Policy Statements.
Primarily Residential Areas	Parts of the City in which the main use is for residential purposes.
Proposals Map	The Map in the Nottingham Local Plan which shows the proposals of the Written Statement. In the event of a contradiction between the Written Statement and the Proposals Map, the provisions of the Written Statement prevail.
Regeneration Zone	Area designated in the Local Plan for regeneration through selective redevelopment and refurbishment.
Retail Warehouses/Retail Warehouse Parks	Warehouses which sell goods directly to the public e.g. DIY and electrical goods. Retail warehouse parks are groupings of such stores.

River and Waterway Corridors	Rivers and waterways with associated open space which provide links in the open space network and corridors for flora and fauna. The boundaries of these corridors will normally coincide with the outer edges of open space adjoining the water areas as shown on the Proposals Map. Where there is very limited open space adjoining the water areas which it is not possible to show on the Proposals Map, the corridor will normally include any green embankments, footpaths or towpaths adjoining the water edge.
Scheduled Ancient Monuments	Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest.
Section 106	see Planning Obligations.
Site of Special Scientific Interest (SSSI)	Designation under Section 28 of the Wildlife and Countryside Act, 1981, of an area of land of special interest due to its flora, fauna, geological or physical features.
Statutory Plan	A Development Plan, either a Structure or Local Plan, prepared in accordance with Section 54(a) of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991). Now replaced by Local Development Frameworks (LDF's) under the Planning and Compulsory Purchase Act 2004, but may be saved for a temporary period until LDF's are prepared.
Structure Plan	A plan containing planning policies of a strategic nature jointly prepared by Nottingham City Council and Nottinghamshire County Council. Provides the framework for more detailed District Wide Local Plans. Now replaced by Regional Spatial Strategies and sub regional strategies under the Planning and Compulsory Purchase Act 2004, but may be saved for a temporary period until the former are prepared.
Supplementary Planning Documents	Documents to be prepared under the Planning and Compulsory Purchase Act 2004. They have replaced supplementary planning guidance and will expand on, or provide, further detail on policies to be included in emerging Local Development Frameworks.
Supplementary planning guidance (now replaced by 'Supplementary Planning Documents')	Guidance produced by the City Council, as the Local Planning Authority, providing detail on specific policy issues (e.g. affordable housing). It also included development/planning briefs related to specific sites. Guidance already approved by the City Council will be 'saved' to policies in this Local Plan until replaced by Supplementary Planning Documents to be prepared under the Planning and Compulsory Purchase Act 2004.

A4

Sustainable/Balanced Communities	Communities which are not dominated by one household type, one tenure of housing, or size and type of housing, which also have adequate access to services and jobs.
Sustainable Development	Development which meets today's needs without compromising the ability of future generations to meet their own needs.
Town Centres	Shopping Centres, as defined in PPG6 (now replaced by Planning Policy Statement 6 'Planning for Town Centres'), which provide a range of other complementary services. They are Bulwell, Clifton, Hyson Green and Sherwood.
Transport Assessments	Replacing Traffic Impact Assessments, assessments submitted with planning applications illustrating the transport implications of the proposals, and where appropriate how more sustainable modes of travel to the site will be increased.
Travel Plans	Plans to demonstrate measures to be taken to reduce car usage, increase use of public transport, walking and cycling, reduce traffic speeds and improve road safety and personal security, and achieve more environmentally friendly delivery and freight movements to development which generates a large number of journeys to and from the site.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended). This is a system of categories describing the use of a building. The main categories referred to in the plan are:
A1	Shops, hairdressers, etc
A2	Banks, building societies, estate agents, etc
A3	Restaurants and cafes
A4	Drinking Establishments
A5	Hot Food Takeaways
B1	Business, Offices (except those in A2), research, industrial processes capable of being undertaken in a residential area
B2	General Industry
B8	Warehousing and Distribution
C1	Hotels and Hostels
C2	Residential Institutions, elderly persons' homes, nursing homes, etc

C3	Dwellings (houses, flats etc)
D1	Non residential Institutions (Health Centres, Schools, etc)
D2	Assembly and Leisure
Sui Generis	Uses outside defined Use Classes

Appendix 5

Local Plan Indicators

Indicator	Target
1) City for Everyone “To contribute to the development of a truly inclusive city where all members of the community have access to a wide range of employment, housing, education and leisure opportunities.”	
Employment Number of unemployed people in disadvantaged areas	Decrease
Housing Number of applications where affordable housing is secured through developer contributions	Increase
Social Inclusion Numbers of social clauses in construction contracts	Increase
% of household planning applications granted to minority ethnic applicants; white applicants	Monitor
2) Sustainable Communities “To provide as wide a range of housing as possible, to develop more balanced communities, to retain families with children in the City, and make Nottingham a place where people choose to live.”	
Housing Number of housing completions	In line with Local Plan dwelling provision (refer to Table 1)
% of family dwellings built	Increase
Locational choice Number of residents moving out of the City	Reduce the outward migration of families

A5

3) A Successful Economy “To improve the economic competitiveness of the City of Nottingham, and encourage development which will provide a range of jobs which are accessible to everyone.”

Employment

Take up of employment land

Increase

Number of jobs gained in the City

Increase

Other

GDP per head of population

Increase

Number of new VAT registrations

Increase

4) A Thriving City Centre “To build on the strengths of the City Centre and promote new opportunities for employment, shopping, leisure and residential uses.”

Retail

Amount of floorspace of new retail development in the City

Increase

% of vacant units in the City Centre

Decrease

Housing

Number of city centre dwellings completed

Continuing growth in new units

Business

Number of jobs in the City Centre

Increase

5) Town Centres at the Heart of Sustainable Communities “To revitalise the role, function and appearance of Town Centres.”

Viability

Number of vacant units

Decrease

Quality of the Environment

Quality of local shops

Improve residents satisfaction with facilities

Quality of leisure and community facilities

Improve residents satisfaction with facilities

6) A Quality Built Environment “To improve the built environment of the City and to ensure that the City’s heritage and its local distinctiveness are protected and enhanced.”

Preservation of the built environment

Status of Conservation Areas

Ensure Conservation Area Statements are in place

Reuse of land

% of new housing development built on brownfield land (inc. conversions)

At least 85% of new housing development to be built on brownfield sites by 2011

7) Safe and Attractive Public Spaces and a Network of Open Spaces “To ensure that Nottingham has an attractive range of public spaces and a network of open spaces which provide a variety of recreational activities for the City’s residents, and which maximise nature conservation value.”

Open Space

Number of planning permissions which include improvements to the public open space network as part of the development through a s106 agreement.

Increase

Biodiversity

Area (ha) of Local Nature Reserve per 1,000 population

Increase

Area of SSSI that has been assessed as being in a favourable condition

Maintain

8) Improving Accessibility and Reducing Congestion “To develop an approach to land use which improves accessibility and provides real transport choices while reducing the need to travel, reducing pollution and helping to improve health.”

Traffic Management

Traffic Growth

Limit traffic growth from 1991 to 2006 to +2% and restore traffic levels at 2011 to previous 1991 levels

Accessibility

Modal share (all journeys)

Reduce dependency on the use of the private car

Public transport

Number of bus passenger journeys per year

65 million per annum by 2004/05

Cycling

% of cycle journeys (all journeys)

Increase cycling to work by 6.5% by 2011

Walking

% of journeys made by foot (all journeys)

Increase by 20% by 2006

A5

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આ પ્લાનિંગ દસ્તાવેજ નોર્ટિંગહામ સીટી કાઉન્સિલ દ્વારા પ્રકાશિત કરવામાં આવેલ છે. અગર આ દસ્તાવેજ તમે અન્ય ભાષા અથવા અન્ય રૂપમાં મેળવવા માંગતા હો તો તમારી મદદ કરવા અમે અમારાથી બનતી કોશીશ કરીશું. કૃપા કરી ટેલીફોન નંબર ૦૧૧૫ ૯૧૫ ૫૧૯૭ પર અમારો સંપર્ક કરો.

এটি একটি পরিকল্পনা বিষয়ক দলিল, যা তৈরি করেছেন নটিংহাম সিটি কাউন্সিল। আপনি যদি এই দলিলটি অন্য কোন ভাষায় অথবা বিকল্প ফরম্যাট এ পেতে চান, তাহলে আমরা সর্বভাষাে আপনাকে সাহায্য করব। অনুগ্রহ করে (0115) 915 5490 নম্বরে ফোন করুন।

ਇਹ ਪਲੈਨਿੰਗ ਦੇ ਬਾਰੇ ਇਕ ਕਾਗਜ਼ਾਤ ਹੈ ਜੋ ਕਿ ਨੋਟਿੰਗਮ ਸਿਟੀ ਕੌਂਸਲ ਵਲੋਂ ਤਿਆਰ ਕੀਤਾ ਗਿਆ ਹੈ। ਜੇਕਰ ਤੁਸੀਂ ਇਹ ਕਾਗਜ਼ਾਤ ਕਿਸੀ ਹੋਰ ਭਾਸ਼ਾ ਜਾਂ ਫਾਰਮੈਟ ਵਿੱਚ ਹਾਸਿਲ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਅਸੀਂ ਤੁਹਾਡੀ ਮੱਦਦ ਕਰਨ ਦੀ ਪੂਰੀ ਪੂਰੀ ਕੋਸ਼ਿਸ਼ ਕਰਾਂਗੇ। ਕ੍ਰਿਪਾ ਕਰਕੇ (0115) 915 5490 ਤੇ ਫੋਨ ਕਰੋ।

یہ منصوبہ بندی کی ایک دستاویز (پلاننگ ڈاکومنٹ) ہے جسے ناٹنگھم ٹی کونسل نے تیار کیا ہے۔ اگر آپ یہ دستاویز کسی اور زبان میں یا متبادل شکل میں حاصل کرنا چاہتے/چاہتی ہیں تو ہم آپ کی مدد کرنے کی پوری کوشش کریں گے۔ براہ مہربانی (0115) 915 5490 پر فون کریں۔

यह एक प्लानिंग डाक्यूमेंट है जो कि नाटिंगम सिटी काउन्सिल द्वारा रचाया गया है। यदि आप इस डाक्यूमेंट को किसी अन्य फारमैट या भाषा में चाहते हैं तो हम आपकी माँग पूरी करने की पूरी कोशिश करेंगे। कृपया इस नंबर पर टेलीफोन करें (0115) 915 5490



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