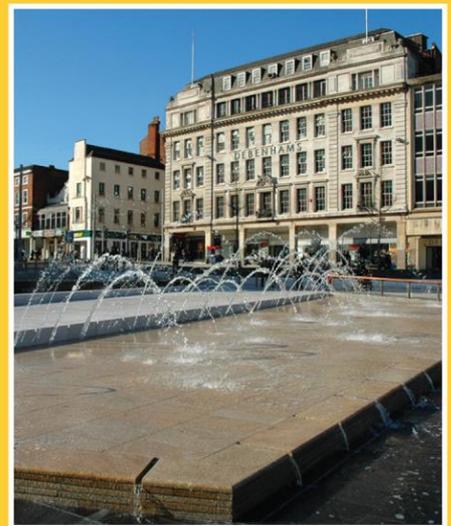


Nottingham City

land and planning policies

Development Plan Document
Local Plan Part 2



Site Assessment Background Paper

January 2016



Nottingham
City Council

Quick Guide to the Site Assessment Background Paper to the Land and Planning Policies Development Plan Document Publication Version of the Land and Planning Policies (LAPP) document (Local Plan Part 2) (see www.nottinghamcity.gov.uk/localplan)

Purpose of this document:

The Land and Planning Policies (LAPP) document (Local Plan Part 2) forms part of the Local Plan for Nottingham City along with the Core Strategy which guides future development in Nottingham City.

The Local Plan Part 2 contains development management policies against which planning applications will be determined and site allocations for future development.

Following a consultation period on the Local Plan Part 2 which will run from 29 January to 5pm on 11th March 2016, the Local Plan Part 2 will be submitted for independent examination, where its soundness will be tested.

This background paper sets out the methodology for establishing which sites should be allocated for development in the Local Plan to help meet the requirements set out in the Core Strategy. It builds on the identification and assessment of the sites undertaken at Issues and Options, Preferred Option and Additional Sites stages. It sets out the rationale for site selection for sites over 05 hectares taking into account a range of matters which together have informed final site selection.

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1. Introduction

- 1.1 The Nottingham City Council Aligned Core Strategy (adopted September 2014) sets out the strategic priorities for the City over the next 15 years and establishes the need to support sustainable growth including employment and housing land (see Background Papers for more information). It sets out the strategic policies to guide development over the plan period and the scale of employment and housing land required.
- 1.2 This background paper sets out the methodology for establishing which sites should be allocated for development in the Local Land and Planning Policies Development Document (Local Plan Part 2) to help meet the requirements set out in the Core Strategy. It builds on the identification and assessment of the sites undertaken at Issues and Options, Preferred Option and Additional Sites stages.
- 1.3 It sets out the rationale for site selection for sites over 0.5 hectares taking into account a range of matters which together have informed final site selection including:
 - Site assessment (assessment of physical site characteristics, planning status and so on);
 - Green Belt Assessments;
 - Sustainability Appraisal;
 - Equalities Impact Assessment; and
 - Core Strategy and National Policy.
- 1.4 The re-use of previously developed land is the main focus for development in the future and, hence, allocation. This reflects both the nature of the majority of development sites in the City but most importantly policy objectives of maximising development on brownfield land first. However, to meet the Council's objectively assessed housing needs, a small number of greenfield sites have been assessed and proposed for allocation.

2. Site Assessment

a) Site Threshold

- 2.1 The site assessments consider sites of approximately 0.5 hectares in size or above. It is considered that sites of this size will make a significant cumulative contribution to meeting the requirements of the Core Strategy. Their allocation provides a clear commitment to meeting the Core Strategy requirements over the plan period. Smaller sites are still important and the plan provides policy guidance for their development whilst avoiding allocation of an excessive number of sites where individual site delivery is not critical to the success of the plan. For

residential development, all potential sites regardless of size are included in the Strategic Housing Land Availability Assessment (SHLAA).

b) Identification of Sites

2.2 Potential allocations have been identified from a number of sources to form a 'long list' of potential sites (it should be noted that there was some duplication on sites between sources). Sources included:

- **The Saved Nottingham Local Plan (2005)** The Local Plan (2005) includes a number of site allocations which have not yet been implemented. The assessment reviewed the suitability of including these sites in the Local Plan Part 2.
- **The Nottingham Aligned Core Strategy (2014):** The Core Strategy identifies three strategic locations for growth to be taken forward in the Local Plan Part 2.
- **City Council Development Options:** Options put forward by City Council Colleagues.
- **Nottingham Core Housing Market Area Local Investment Plan:** This document includes investment priorities in terms of housing supply, housing quality, inclusion and neighbourhoods across Greater Nottingham.
- **Employment Land Database:** A database containing information on all existing and future employment sites (including allocations and sites with planning permission).
- **'Call for Sites'** A 'Call for Sites' was undertaken between 7th June 2010 and 19th July 2010. This sought information from the development industry and Colleagues on sites which they considered suitable for future allocation.
- **Issues and Options: 2011** Building on the original 'Call for Sites' the Issues and Options consultation sought responses on potential omitted sites. During this phase, a number of additional sites were put forward as additional potential allocations. These sites underwent consultation in March 2012.
- **Preferred Options: 2013** This provided a further opportunity to identify additional further sites. As a result consultation took place on two additional sites in August and October 2014 respectively.
- **Strategic Housing Land Availability Assessment (SHLAA):** This provides an up to date record of sites that are considered suitable for housing.

2.3 All proposed sites have been subject to consultation. More information on the consultation process can be found in the Preferred Option Report of Consultation. Appendix 1 sets out a comprehensive list of all sites considered at each stage of plan preparation. During plan preparation site prefixes have been changed to distinguish between each stage as follows:

DS - Development Site at Issues and Options Stage
LA - Land Allocation Preferred Options Stage
PA – Publication Allocation

2.4 Site names and addresses have been updated during the plan process. The list at Appendix 1 includes all references relevant at each stage. For allocated sites the final Publication Version site name is used. A location plan of all the sites is set out at Appendix 5.

c) Approach to Site Assessment

2.5 An ongoing process of site assessment has taken place to inform each stage of Local Plan preparation. A two stage site assessment process has been undertaken, the first stage comprising a site sieving exercise to assess:

- whether the site was less than 0.5 hectares;
- whether the site was likely to come forward before the production of the DPD;
- whether there was no need for allocation as there was no change of use proposed;
- whether there was no reasonable chance of the site being delivered within the plan period due to known constraints;
- whether there was no known developer / regeneration interest in taking the site forward during the plan period (also taking into account the regeneration and investment priorities of the City Council).

2.6 In the above cases, further assessment of sites was not undertaken and the site not proposed for allocation. Where appropriate, suitable smaller residential sites have been included in the SHLAA.

2.7 A more detailed assessment was then undertaken including:

- Site visits
- Desk based assessment
- Consultation with key stakeholders such as pollution control, highways, Heritage England, Natural England Environment Agency, site owners, developers.

2.8 Information used to inform the assessment included:

- Planning status of the site
- Existing land use
- Site constraint information such as flood risk, heritage designations and contamination
- Transport and accessibility
- Wider regeneration benefits
- Infrastructure
- Potential for local energy and heat networks
- Existing development briefs
- Deliverability
- Local knowledge

2.9 A number of abbreviations are used in the assessments as follows:

- ACS – Aligned Core Strategy
- AQMA – Air Quality Management Area
- DHS – District Heating System
- EA – Environment Agency
- HI – Hazardous Installation
- LWS – Local Wildlife Site

d) Accessibility

2.10 Compared to other councils in the Greater Nottingham area and Nottinghamshire, Nottingham City has excellent transport accessibility. Generally sites which have been assessed as having poor accessibility in Nottingham will still compare very favourably with sites outside the City which may be allocated for development. Nevertheless accessibility is still an important aspect of the site assessment process. In addition to site specific reviews and local knowledge, an assessment of the accessibility of each site by public transport has been undertaken using an accession modelling tool. This measures the distance (and time) to a range of facilities by public transport including:

- Primary schools
- Secondary schools
- Further education
- GP
- Village Hall (Community Centre for Nottingham City Council)
- Hospital
- Leisure
- Local shops
- Bus stop (distance only)
- Employment Areas (defined as the geographical centroid of any Workplace Zone area (from the 2011 Census data) which contained at least 500 jobs.

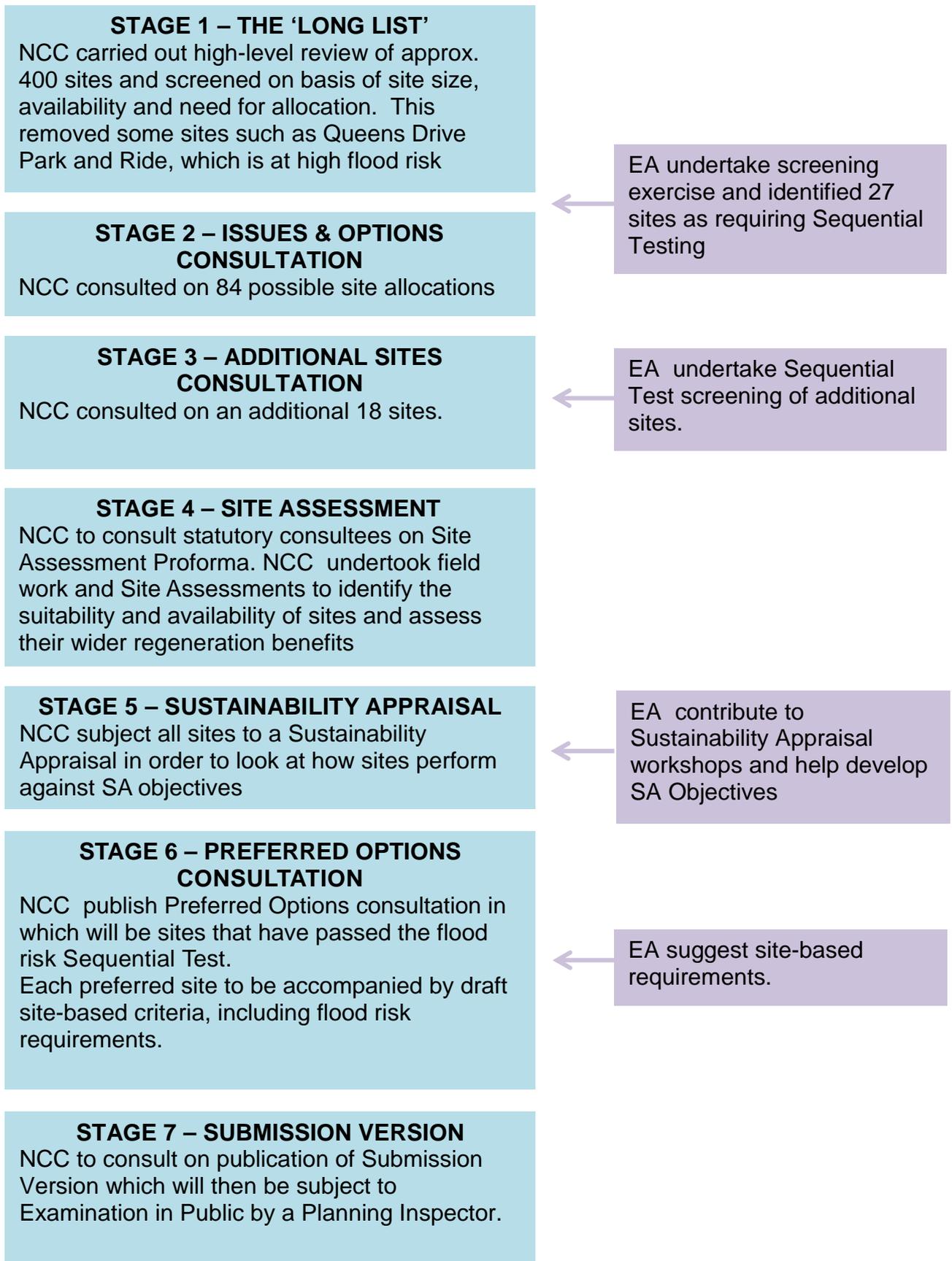
- 2.11 Accession planning is a useful tool but there are inevitably some limitations - distances are taken from the centre point of each site which may skew the results positively/negatively on large sites and the tool does not consider capacity of services or the potential for future accessibility improvements. However, alongside other information this provides a broad assessment which has helped to inform the assessments.
- 2.12 It should be noted that City Centre sites are by definition extremely accessible and likely to have a range of services in close proximity. The accessibility model uses the Primary Shopping Area as the boundary for local shopping provision and transport nodes across the City Centre but walking distances are likely to be far shorter than the equivalent public transport journey. Accessibility information is set out in Appendix 2.

e) Flood Risk

i. Context

- 2.13 Many sites in Nottingham are at risk of flooding – from both fluvial and surface water sources from within and beyond the City boundary. A collaborative approach has been taken to addressing flood risk issues and a number of technical studies have been prepared by or with close consultation with the Environment Agency and Severn Trent Water and partner councils. The Infrastructure Delivery Plan provides more detail on National policy related to flood risk and the evidence base.
- 2.14 A sequential, risk based approach has been applied throughout the development of the Local Plan from Issues and Options stage through to Publication. Figure 1 sets out the methodology agreed with the Environment Agency. Where additional sites emerged at Issues and Options and Preferred Option stage, additional consultation was undertaken.

Figure 1: How the Flood Risk Sequential Tests fits into Nottingham City Council's Site Identification and Assessment Methodology



ii. The Sequential Test

2.15 The National Planning Policy Framework requires Local Planning Authorities (LPAs) to take a sequential risk-based approach to determine the suitability of land for development when allocating sites in the Local Development Framework (LDF) or determining planning applications.

2.16 The main aim is to:

- ensure that flood risk is taken into account at all stages in the planning process,
- avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

2.17 Through the application of the sequential test, the overarching aim is to steer development to areas at low risk from flooding.

2.18 In applying the sequential test development should first be located in Flood Zone 1 (low probability). If there are no reasonably available sites in Flood Zone 1, the flood vulnerability of the proposed development can be taken into account in locating development in Flood Zone 2 (medium probability) and then Flood Zone 3 (3a high probability and 3b functional floodplain).

2.19 The Sequential Test aims to ensure that development does not take place in areas at high risk of flooding when appropriate areas of lower risk are reasonably available. Within each Flood Zone new development should be directed to sites at the lowest probability of flooding from all sources as indicated by the Strategic Flood Risk Assessment (SFRA).

iii. Local Plan Sequential Test

2.20 The Core Strategy (adopted 2014) sets out the scale of Nottingham's development needs over a 15 year period. To meet these needs, the council has considered all development sites over 0.5 hectares put forward from a wide range of sources throughout the plan process (see section 2). The Council has considered the suitability of the sites against a number of factors including:

- Maximising the reuse of brownfield land;
- Wider sustainability and ensuring development is sustainably located - close to transport networks, services and existing communities;
- Steering development to suitable non Green Belt sites before Green Belt release is considered;
- Maximising economic and regeneration benefits from site development;
- Meeting the Core Strategy requirements for employment and housing growth;
- Deliverability.

2.21 This approach is in line with 'Policy 1 Climate Change' of the Core Strategy:

Flood Risk and Sustainable Drainage

6. *Development will be supported that adopts the precautionary principle, that avoids areas of current and future flood risk, which, individually or cumulatively does not increase the risk of flooding elsewhere and, where possible, reduces flood risk.*
7. *Where no reasonable site within Flood Zone 1 is available, allocations in Flood Zone 2 and Flood Zone 3 will be considered on a sequential basis.*
8. *Where it is necessary to apply the Exception Test, the following factors will be taken into account when considering if development has wider sustainability benefits to the community that outweigh flood risk:*
 - a) *there are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites; and*
 - b) *the risk can be fully mitigated by engineering and design measures.*

iv. Local Plan Sites

2.22 Table 1 sets out all the sites considered throughout plan preparation. Initial red, amber and green assessments have been made which set out where a flood risk sequential test is required. With the exception of 'additional sites', this assessment has been made by the Environment Agency. For 'additional sites' Council officers have made this assessment based on site specific consultation responses from the Agency.

2.23 All sites have been subject to assessment against a number of factors including flood risk, policy objectives, size of site, planning status of the site in addition to Sustainability Appraisal and Green Belt assessment.

2.24 Sites which were not at risk of flooding, have planning permission or are not being taken forward for allocation due to other policy reasons have been excluded from further assessment. This includes sites where boundaries were capable of amendment to avoid flood risk. The remaining sites are set out in Table 2.

2.25 The majority of these sites are in or close to the City Centre – the most sustainable location for new developments. The Southside (now Canal Quarter) and Waterside are regeneration priorities for the Council. Outside the City Centre, brownfield sites have significant regeneration potential for local communities.

2.26 The most challenging sites from a flood risk perspective are likely to be sites along the River Leen and Day Brook corridor including Linby Street / Filey Street, Johnsons Dyeworks and PZ Cussons. However, redevelopment of sites here, due to their former use, current condition and location within residential areas, are likely to deliver significant regeneration benefits and also help reduce flood risk to nearby properties.

2.27 Subject to sequential testing and appropriate mitigation, the Environment Agency expressed support for all of the proposed allocations with the exception of Linby Street/Filey Street. Further discussion with the Agency on the options for this site, concluded that redevelopment (particularly for town centre uses) could provide the means to resolve existing flood issues. Suitability for residential development would depend on the nature of flood risk mitigation/safe access details.

v. Availability of Alternative Sites

2.28 The potential for alternative sites to those within Table 2 is limited due to the heavily built up nature and constrained boundaries of Nottingham City. The Council has sought and considered all potential alternative sites (above a defined site threshold) throughout the plan preparation process. Flood risk has also been considered alongside other policy considerations. Whilst some sites in Table 1 may be at lower risk of flooding, they may not fulfil wider policy objectives and therefore are not considered to be sequentially preferable.

Table 1 Sequential Test Requirements

Sequential Test Not Required	
Sequential Test/Sequential Approach Required	
Detailed Sequential Test Required	

LAPP Ref	Site Name	Requirement
DS01	Belgrave Road / Linnington Road	Not taken forward
DS02	Bestwood Day Centre	
DS03	Bestwood Sidings	Not taken forward
DS04	Blenheim Lane Site	Planning Permission
DS05	Henry Mellish School Main School Site	
DS06	Linby St / Filey St	
DS07	Stanton Tip	
DS08	Hucknall Road/Southglade Road (Southglade Food Park)	
DS09	Bar Lane Industrial Park	Not taken forward
DS10	Basford Gasworks	Planning Permission
DS11	Basford Gateway	Not taken forward
DS12	Church View Industrial Estate	Not taken forward
DS13	Johnsons Dyeworks	
DS14	Western Boulevard	

DS15	Western Section of Former Dunn Line Coach Station	Not taken forward
DS16	Chronos Richardson	
DS17	Former Eastglade Primary and Nursery School	
DS18	Former Padstow School	
DS19	Former Padstow School Detached Playing Field - Beckhampton Road	
DS20	Former Padstow School Detached Playing Field - Ridgeway	
DS21	Haywood Detached Playing Field	
DS22	Chingford Road Playing Field	
DS23	Melbury School Playing Field	
DS24	Nottingham Business Park North	
DS25	Nottingham Business Park South - Developer Option	Not taken forward
DS26	Nottingham Business Park South - Existing Allocation	
DS27	The Denewood Centre	
DS28	Bobbers Mill Industrial Estate	
DS29	Chalfont Drive	
DS30	South of Former Coop Dairy	
DS31	Speedo Site	Planning Permission
DS32	Ellis and Everard	Not taken forward
DS33	Lortas Road	
DS34	Forest Mill	
DS35	People's College	
DS36	Radford Mill Site	
DS37	Sandfield Centre	
DS38	Hine Hall	
DS39	Springfield, Alexandra Park	Not taken forward
DS40	Former Haywood School Site	
DS41	Sherwood Library	
DS42	Eastside - Bus Depots	
DS43	Eastside - Pennyfoot Street	Not taken forward
DS44	Waterside - British Waterways Owned Part of Freeth Street Site	Not taken forward
DS45	Waterside - Eastpoint	Planning Permission
DS46	Waterside - Freeth Street	
DS47	Waterside - Park Yacht Club	
DS48	Waterside - Trent Lane Basin	Planning Permission
DS49	Castle College Site	
DS50	Eastside - Sneinton Market	
DS51	Former Albany Works & Former Co-op Site	
DS52	Robin Hood Chase	
DS53	Victoria Centre Expansion	
DS54	Radford Bridge Allotments Option 1	
DS55	Radford Bridge Allotments Option 2	Not taken forward
DS56	Woodyard Lane	
DS57	Broadmarsh Shopping Centre	
DS58	Canal Street North	Not taken forward
DS59	Eastside - Island Site	
DS60	NG2 South	Outline Planning
DS61	NG2 West	Outline Planning

DS62	Riverside Way	
DS63	Southside - Arkwright Street East	
DS64	Southside - Midland Railway Station/ The Hub	
DS65	Southside - Sheriffs Way / Arkwright Street	
DS66	Southside - Site of Former Hicking Pentecost & Company	Not taken forward
DS67	Southside - Southpoint	
DS68	Southside - Sovereign House	
DS69	Southside - Waterway Street	
DS70	Waterside - British Waterways Owned Part of Meadow Lane Site	Not taken forward
DS71	Waterside - Eastcroft Depot	
DS72	Waterside - Former Hartwells	
DS73	Waterside - Iremonger Road	
DS74	Waterside - Meadow Lane	
DS75	Waterside - South of Eastcroft Depot	
DS76	Boots	Sequential Test Complete Planning Permission
DS77	Bull Close Road	Not taken forward
DS78	Medi Park (site name change to Abbey St/Leengate)	
DS79	Nottingham Science & Technology Park Phase Two	
DS80	Western Club	
DS81	Farnborough School	Not taken forward
DS82	Clifton West	
DS83	Fairham Comprehensive School	Site Boundary Amended to Avoid Flood Risk
DS84	Fairham House	
DS85	Former Henry Mellish School playing field - "Piccadilly"	
DS86	Former Coach Depot (Alternative Boundary)	
DS87	Broxtowe Country Park	
DS88	New Aspley Gardens (Option 1) - to include the western part of the site only.	
DS89	New Aspley Gardens (Option 2) - to include both parts of the site, east and west.	
DS90	Beechdale Baths and Ambulance Service HQ	
DS91	Land Adjacent to Bobbers Mill Industrial Estate	
DS92	Former PZ Cussons Factory	
DS93	Severn Trent Water Depot	
DS94	Salisbury Street	
DS95	Guildhall	
DS96	Expansion to Jubilee Campus	Not taken forward as allocation
DS97	Electric Avenue - Option 1	
DS98	Electric Avenue - Option 2	
DS99	NG2 South (Alternative Uses)	Not taken forward
DS100	Station Street/Carrington Street	
DS101	Waterside - Cattle Market	
DS102	Dunkirk Fire Station	Complete
DS103	Charnwood Centre	Not taken forward

DS104	The Spinney	Planning Permission
DS105	Brook Street East	
DS106	Brook Street West	
DS107	Colwick Service Station	Planning Permission
DS108	Rear of 107-127 Ruddington Lane	Planning Permission
DS109	Flower Market	Not taken forward
DS110	Windmill Lane Red Cow	Not taken forward
PA44	Prospect Place	
PA48	Portal	Planning Permission

Table 2 – Remaining Sites Requiring Sequential Test

	Site Name	Sequential Test Requirement
DS02	Bestwood Day Centre	
DS06	Linby St / Filey St	
DS13	Johnsons Dyeworks	
DS28	Bobbers Mill Industrial Estate	
DS46	Waterside - Freeth Street	
DS47	Waterside - Park Yacht Club	
DS59	Eastside - Island Site	
DS62	Riverside Way	
DS63	Southside - Arkwright Street East	
DS65	Southside - Sheriffs Way / Arkwright Street	
DS69	Southside - Waterway Street	
DS71	Waterside - Eastcroft Depot	
DS73	Waterside - Iremonger Road	
DS74	Waterside - Meadow Lane	
DS75	Waterside - South of Eastcroft Depot	
DS79	Nottingham Science & Technology Park Phase Two	
DS80	Western Club	
DS91	Land Adjacent to Bobbers Mill Industrial Estate	
DS92	Former PZ Cussons Factory	
DS100	Station Street/Carrington Street	
DS101	Waterside - Cattle Market	

Sequential Test for Remaining Sites

2.29 The Council has carefully considered the sites in Table 2 in accordance with the requirements of the NPPF in terms of flood risk and sustainable development. It is necessary to allocate all of the sites in Table 2 for development and it is considered that the sequential test for these sites has been met as:

- All of the sites in Table 2 include brownfield land and have the potential to deliver significant regeneration benefits;
- Evidence of availability of sites demonstrates that the sites are required to enable the City to meet its housing and employment land requirements over the plan period and its wider policy objectives for sustainable growth.

- Sites not taken forward, which are at lower risk of flooding, are not sequentially preferable when balanced against wider policy objectives.
- 2.30 Section 6 includes a comprehensive list of all of the sites considered throughout the plan preparation process and the primary reasons why they are to be allocated or not taken forward.
- vi. Approach to Flood Risk on Allocated Sites.
- 2.31 Whilst the council has concluded that allocation of the sites within Table 2 is necessary to meet the objectives of the Core Strategy, the Council recognises that there are challenging flood risk matters to be addressed if sites are to be successfully delivered.
- 2.32 As detailed development proposals emerge (such as development type, scale and distribution) early dialogue with the Environment Agency and developers will be required to consider:
- Site Specific Flood Risk Assessments and flood risk assessment on all sites of 1 hectare and above;
 - Detailed assessment to match the vulnerability of land uses with flood risk;
 - Proposals for flood risk management, reduction, mitigation and resilience;
 - Partnership approach to develop holistic flood risk management solutions particularly for the River Leen and Daybrook river corridors.
- vii. Exception Test
- 2.33 The NPPF sets out that where appropriate, following the Sequential Test, the Exception Test should be applied. The Exception Test has been applied to the sites in Table 2 and is set out in Appendix 4. The council will encourage pre application discussions on all these sites to ensure that flood risk is considered at the earliest stages and that development is located in areas of the lowest flood risk and that where possible site layouts and densities reduce the risk of flooding and the number of vulnerable uses at flood risk.

3 Sustainability Appraisal

- 3.1 Sustainability Appraisal (SA) has been a key component in determining which sites are suitable for allocation. SA is a statutory process, which must be undertaken for every new planning document in accordance with the Planning and Compulsory Purchase Act (2004). The purpose of SA is to assess the economic, social and environmental impacts of projects, strategies or plans, so that the chosen option promotes, rather than inhibits sustainable development.

- 3.2 In addition to SA, European Directive 2001/42/EC (commonly referred to as Strategic Environmental Assessment or SEA), requires that Local Authorities undertake an 'environmental assessment' of any plans and programmes they prepare that are likely to have a significant effect upon the environment. The requirements of the SEA have been incorporated into the SA for the LAPP.
- 3.3 The SA has directly informed the decision making process by evaluating sites put forward during the plan making process. The SA process has also resulted in changes to site boundaries, policies and Development Principles to help ensure that the LAPP proposals are as sustainable as possible. A summary of the conclusions of the SA process for all sites put forward as site allocations is provided in the Section 6. A copy of the full SA can be viewed at www.nottinghamcity.gov.uk/localplan

4. Green Belt Assessment

- 4.1 The NPPF places great weight on the importance of the Green Belt. A Green Belt Background Paper has been prepared which sets out how the City Council has approached Green Belt issues in preparing the LAPP. The document sets out a common methodology agreed with adjoining Local Authorities for reviewing the Green Belt, taking account of the 5 purposes of Green Belt as set out in Part 9 of the National Planning Policy Framework (NPPF).
- 4.2 Section 6 sets out which sites considered during the plan making process are within the Green Belt (as defined in the 2005 Saved Local Plan). Along with the wider evidence base, the Green Belt review has informed site selection and a limited number of changes to the Green Belt boundary. Section 6 includes Green Belt considerations within the overall conclusions on site allocations. The full Green Belt Background Paper can be viewed via the Local Plan website (see link above).

5. Equalities Impact Assessment

- 5.1 An Equalities Impact Assessment (EqIA) has been undertaken to consider the impacts of the site allocations (and policies) with the aim of:
- removing or minimising disadvantages;
 - meeting the needs of people with protected characteristics; and
 - encouraging people with protected characteristics to participate in public life.
- 5.2 The assessment concludes that the LAPP generally has an overall positive impact on protected characteristics. However there is one site allocation, PA22 Western Boulevard, which may potentially have a negative impact on identified groups. The assessment identifies appropriate mitigations and actions to address this. The results of the EqIA have been considered in the overall conclusions within Section 6.

6. Overall Conclusions

- 6.1 The following table brings together information from the site assessments, sustainability appraisal, Green Belt assessment, EqlA and national and local policy considerations and sets out a summary of the primary considerations in selecting site allocations. Proposed allocations are set out first followed by those sites which are not to be taken forward. The site locations are shown on Maps 1-3. The following reference numbers are used – PA (Publication Allocation), A (Sites not taken forward and appraised) and B (Sites not taken forward and not appraised).

Table 3 Overall Conclusions

Map Ref	LAPP PA Site and Proposed Uses	Summary of SA findings	Within Green Belt?	Negative EqIA Impact?	Overall Conclusion Reason for Allocation/Not taking Forward
Proposed Allocations					
PA1	PA1 Bestwood Road - Former Bestwood Day Centre for Residential (C3, predominantly family housing).	The site could provide housing on Previously Developed Land, with minor positive impacts identified for the Housing, Health, Crime and Landscape and Townscape objectives. Moderate negative impacts were predicted against the Natural Resources & Flooding, Waste, Energy & Climate Change, and Transport objectives, with a minor negative impact suggested for the Environment, Biodiversity & GI objective. Mitigation measures have been identified for possible negative impacts.	No	No	Brownfield site with regeneration opportunities. Close to residential development and local open space. Small part of area at flood risk – but scope to focus development on area of low flood risk and provide enhanced GI on areas of highest flood risk with creation of green corridors to link to Local Wildlife sites. Suitable for allocation for residential use.
PA2	PA2 Blenheim Lane for Employment (B1, B8) including energy park with office space.	The development proposed could result in significant positive impacts. A major positive impact was predicted for the Energy & Climate Change objective, with moderate to major positive impacts also identified for the Waste and Innovation objectives. The Employment and Economic Structure objectives were considered likely to receive moderate positive effects, with a further minor positive impact expected for the crime objective. A moderate to major negative impact was identified against the Transport objective, a moderate negative effect against the Environment. Biodiversity & GI objective and minor negative impacts against the Social and Natural Resources & Flooding objectives. Mitigation measures have been identified for possible negative impacts.	No	No	Generally positive SA. Planning permission was granted in 2014 for the development of a 160,000 Energy from Waste Facility, R&D, manufacturing and offices. The proposed employment /energy production use would be compatible with nearby uses, subject to an acceptable layout/treatment, including to the boundary with the adjacent golf course to the north (within adjacent district). Suitable for allocation for employment use particularly in light of planning status of site.
PA3	PA3 Eastglade, Top Valley - Former Eastglade School Site for Residential (C3, predominantly family housing) with a proportion of the site retained as open space.	The proposed use was considered likely to result in a moderate to major positive impact on the Housing objective, with a moderate positive effect also likely to be felt by the Health objective. More minor positive impacts were anticipated for the Crime, Social and Landscape & Townscape objectives. Moderate negative impacts were identified against the Waste and Energy & Climate Change objectives, with more minor negative effects predicted against the Natural Resources & Flooding and Transport objectives. Mitigation measures have been identified for the negative impacts identified against the sustainability objectives.	No	No	Generally positive SA. Largely cleared brownfield site, low flood risk and located within a residential area – suitable for residential development. Development provides opportunities for creation of publicly accessibility open space. Suitable for allocation for residential use.
PA4	PA4 Linby Street/Filey Street for Employment (B1 and B8), residential (C3, predominantly family housing), retail (A1).	Significant benefit of reusing brownfield site in an accessible location. The proposal was considered to provide a moderate to major positive impact for the Environment, Biodiversity & GI objective alongside moderate positive benefits for the Landscape & Townscape, Transport and Employment objectives. More minor positive impacts were identified for Housing, Health and Crime objectives. A moderate negative impact was predicted against the Natural Resources & Flooding objective, with further minor negative impacts also identified against the Waste and Environment & Climate Change objectives. Mitigation measures have been set out for possible negative impact.	No	No	Brownfield site with significant regeneration potential. The site is well placed for public transport bus tram and rail connections all nearby. Excellent access to services and facilities at the nearby Bulwell Town Centre. Comprehensive redevelopment could result in significant environmental as well as economic benefits and result in proposals which address significant flood risk issues. Potential for residential but dependant on nature of flood risk mitigation therefore in agreement with EA residential units not counted against overall housing provision. Employment, residential and retail uses would, subject to layout and design, be compatible with neighbouring uses. In view of the significant regeneration opportunities and compatibility of the proposed uses with the surrounding area it is recommended that

					this site is retained as a proposed allocation for delivery later in the plan period (due to need for acquisition and flood risk scheme).
PA5	PA5 Ridgeway - Former Padstow School Detached Playing Field for Residential (C3, predominantly family housing) with a proportion of the site retained as open space.	Proposed residential use could bring major positive housing benefits, with a moderate positive impact on the health objective also anticipated. Moderate negative impacts on Environment, Biodiversity & GI, Waste and Energy & Climate Change. Minor negative impacts were identified against the Social, Landscape & Townscape, Natural Resources & Flooding, and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Generally positive SA. Site at low flood risk and located within a residential area – suitable for residential development. Development provides opportunities for creation of publicly accessibility open space. Site considered acceptable for release following Playing Pitch Assessment in consultation with Sport England and allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub. Suitable for allocation for residential use.
PA6	PA6 Beckhampton Road - Former Padstow School Detached Playing Field for Open space including community sports hub with potential for small element of residential (C3, predominantly family housing) depending on final layout.	The site is proposed for the creation of a Community Sports Hub to deal with any deficit in formal sports provision. The sports facility could bring major positive benefits for health objective and moderate to major positive impact for the Social objective. The Crime and Housing objectives were identified as likely to benefit from moderate and minor positive outcomes respectively. Minor negative outcomes were predicted against the Waste, Energy & Climate Change, and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	The site is in an area of low flood risk and within a residential area Following assessment and consultation with Sport England on this and nearby former school playing fields, the site has been identified as appropriate for a community sports hub which in turn facilitates release of other sites for residential use (with elements of on site open space). Suitable for allocation for residential use.
PA7	PA7 Hucknall Road/Southglade Road - Southglade Food Park for Employment (B1 and B2).	The development for employment is likely to lead to new job creation leading to a moderate positive impact for the employment objective. A minor positive outcome was also predicted for the Crime objective. Minor negative outcomes for the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Cleared brownfield site with an employment scheme currently under construction to the north west (this element has now been deleted from the current allocation). The site is located within an area of low flood risk near a cluster of other employment uses. Suitable for allocation for employment use.
PA8	PA8 Eastglade Road - Former Padstow School Site for Residential (C3, predominantly family housing) with a significant proportion of the site retained as open space.	The proposed use was considered to be likely to result in a very important positive outcome for the Housing objective, with a moderate positive outcome also suggested for the Health objective. A moderate to major negative outcome was predicted against the Waste objective, with moderately negative outcomes predicted against the Energy & Climate Change and Transport objectives, and more minor positive impacts against the Landscape & Townscape and Natural Resources & Flooding objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site at low flood risk and is within an existing residential area. Site considered acceptable for release following Playing Pitch Assessment in consultation with Sport England and allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub. Site is at low flood risk but has level changes across the site. Only part of the site is suitable for residential with a significant proportion retained for open space. Suitable for allocation for residential use.
PA9	PA9 Edwards Lane - Former Haywood School Detached Playing Field for Residential (C3, predominantly family housing) with a proportion of the site retained as open space.	Proposed residential use could bring major positive housing benefits, with more minor positive outcomes for the Health and Landscape & Townscape objectives. Moderately negative impacts were identified against the Environment Biodiversity and GI, Waste and Energy & Climate Change objectives. Minor negative impacts were anticipated against the Social, Natural Resources & Flooding and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site at low flood risk and located within a residential area – suitable for residential development. Development provides opportunities for creation of publicly accessibility open space. Site considered acceptable for release following Playing Pitch Assessment in consultation with Sport England and allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub. Suitable for allocation for residential use.
PA10	PA10 Piccadilly - Former Henry Mellish School Playing Field for Residential (C3, predominantly family housing) with	The proposed residential use on this site is considered likely to result in a moderately positive impact for the Housing objective, and a minor positive impact for the Crime objective.	No	No	Site at low flood risk located within residential area and close to upgraded sport facilities (implemented summer 2015) at Henry Mellish, public transport and local facilities. Site considered acceptable for

	a proportion of the site retained as open space.	The Environment, Biodiversity and GI objective was identified as being likely to receive a moderately negative impact, with more minor negative outcomes predicted against the Landscape & Townscape, Natural Resources & Flooding, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.			release following Playing Pitch Assessment in consultation with Sport England Capable of providing housing within an area of low flood risk with opportunities for links/improvements to GI and provision of publicly accessible open space on site. Suitable for allocation for residential use.
PA11	PA11 Stanton Tip - Hempshill Vale for Residential (C3, predominantly family housing). Additional uses leisure (D2), community (D1), employment (B1 and B2) and potentially small scale local need retail (A1).	The proposal for a mix of uses could have a very major positive impact for the Housing objective, having the potential to provide a significant number of new dwellings. A moderate positive outcome was predicted for the Social objective, with other minor positives identified for Health, Crime and Employment. A major negative outcome against the Waste objective, and moderate to major impact against the Energy & Climate change objective were considered likely, with a moderate negative impact against Landscape & Townscape, and more minor negative outcomes against Environment Biodiversity & GI, and Transport also identified. Mitigation measures have been identified for possible negative impact.	No	No	Strategic brownfield site identified in the Core Strategy as a Location for Growth. Development would deliver significant regeneration benefits and provide opportunities for enhanced GI, public transport, walking and cycling links. Suitable for allocation for primarily residential use with additional supporting uses.
PA12	PA12 Highbury Road - Former Henry Mellish School Site for Residential (C3, predominantly family housing) to the south west and education uses to north east of the site. Potential for community facilities to be provided.	The proposal could result in moderate positive impacts for the Health and Social objectives alongside minor positive outcomes for the Housing, Landscape & Townscape, Transport and Employment objectives. Minor negative impacts on Waste and Energy & Climate Change objectives were identified. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site at low flood risk within a residential area. Residential and education uses considered compatible with neighbouring occupiers. Planning permission for new school granted Oct 2014 - likely that education element of the site will be delivered by Autumn 2015. Suitable for allocation for residential and employment use.
PA13	PA13 Edwards Lane - Former Haywood School Site for Residential (C3, predominantly family housing).	Proposed residential use could bring moderate to major positive housing benefits. Minor positive outcomes were also predicted for the Health, Crime and Landscape & Townscape objectives. Moderate negative impacts may occur for the Environment, Biodiversity and GI, Waste, and Energy & Climate Change objectives alongside a minor negative outcome against the Transport objective. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site at low flood risk within a residential area. The site received planning permission in 2014 for residential development. Site suitable for allocation for residential use particularly in light of the planning status of the site.
PA14	PA14 Arnside Road - Former Chronos Richardson for Residential (C3, predominantly family housing).	The site could provide housing on previously developed land in a sustainable location. Moderate to major positive outcomes were anticipated for the Housing and Landscape & Townscape objectives, as well as more minor positive impacts for the Health, Crime and Biodiversity objectives. Moderate negative outcomes were predicted against the Waste and Energy & Climate Change objectives, as well as a minor negative impact against the Transport objective Mitigation measures have been identified for possible negative impact.	No	No	Brownfield cleared site at low risk of flooding within a residential area. Suitable for allocation for residential use.
PA15	PA15 Bulwell Lane - Former Coach Depot for Residential (C3, predominantly family housing).	The proposed residential use on this site was considered likely to result in a moderate positive impact for the Housing objective as well as more minor positive outcomes for the Health, Crime, Landscape & Townscape and Natural	No	No	Brownfield cleared site at low risk of flooding with planning consent (July 2015) for residential development. Suitable for allocation for residential development particularly in light of planning status.

		Resources & Flooding objectives. Minor negative outcomes were identified against the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.			
PA16	PA16 Woodhouse Way - Nottingham Business Park North for Employment (B1, B2, B8).	The proposed employment use on this site was considered likely to result in moderate to major positive outcomes for the Employment, Innovation and Economic Structure objectives. Moderate to major negative impacts were predicted against the Waste, Energy & Climate Change, and Transport objectives. Moderate negative impacts were also identified against the Environment, Biodiversity & GI, and Landscape & Townscape objectives, with a further minor negative outcome predicted for the Natural Resources & Flooding objective. Mitigation measures have been identified for possible negative impact.	No – but close to boundary.	No	The site has planning permission for business park uses and much of the site has been built out. Given the current planning status and adjacent uses the site is suitable for allocation for employment uses subject to sensitive treatment of reinforcement of the defensible boundary of the Green Belt.
PA17	PA17 Woodhouse Way - Woodhouse Park for Residential, (C3, predominantly family housing with scope for an element of specialist housing suitable for elderly people). Local convenience store (A1), employment uses (B1, B2, B8) with appropriate buffer if employment uses are developed alongside residential.	A very major positive impact for the housing objective was considered likely, with a moderate positive impact for the Health objective and a more minor positive outcome for the Social objective. Moderate to major negative outcomes were identified against the Landscape & Townscape, Waste, Energy & Climate Change and Transport objectives. A moderate negative impact was predicted against the Environment Biodiversity and GI objective as well as more minor negative impact against the Heritage and Natural Resources & Flooding objectives. Mitigation measures have been identified for possible negative impact.	No	No	This is a greenfield site formerly allocated as employment land which now has planning permission for residential development. Given the recent planning permission on the site it is recommended that this site is taken forward as site allocation.
PA18	PA18 Vernon Road - Former Johnsons Dyeworks for Residential (C3, predominantly family housing) and employment (B1).	The site could provide housing on previously developed land, resulting in a moderate to major positive impact for the housing objective, with a moderate positive outcome also predicted for the Landscape & Townscape objective. Further minor positive impacts were predicted for the Health, Crime, Environment Biodiversity & GI, and Transport objectives. Moderate negative impacts were predicted against the Natural Resources & Flooding, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield land with opportunities for regeneration. The site is at risk of flooding and the city council is working to identify funding to bring forward flood mitigation/management works as part of the redevelopment of the site. Allocation of this site provides an opportunity to deliver accessible new homes and regenerate a large brownfield site within a predominantly residential area.
PA19	PA19 Lortas Road for Residential (C3, predominantly family housing) with a proportion of on site open space.	The proposal could bring a moderate positive impact for the Housing objective with more minor positive outcomes for the Health, Crime and Landscape & Townscape objectives. A moderate negative outcome was predicted against the Environment, Biodiversity & GI objective, alongside more minor negative outcomes against the Natural Resources & Flooding, Waste, Energy & Climate Change and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Cleared site at low risk of flooding within a residential area. Site has planning permission for residential with provision of open space on site. Site is suitable for allocation for residential use particularly in light of planning status.
PA20	PA20 Haydn Road/Hucknall Road - Severn Trent Water Depot for Residential (C3, predominantly family housing) and employment (B1).	The proposal for residential and employment use was considered likely to result in moderate to major positive outcome for the Housing objective. Other minor positives identified for Health, Environment, Biodiversity & GI,	No	No	Brownfield site at low risk of flooding close to residential and employment uses. Site is considered suitable for a mix of residential and employment uses.

		Landscape & Townscape, Natural Resources & Flooding and Employment objectives. Minor negative outcomes were predicted against the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.			
PA21	PA21 Mansfield Road - Sherwood Library for Retail (A1), residential (C3), office (B1) community facility (D1). There is a desire to accommodate the existing library on this site as part of any redevelopment proposal.	Moderate positive outcomes were predicted for the Landscape & Townscape and Transport objectives, as well as minor positive outcomes for the Housing and Employment objectives. The impact on the Social objective was considered to be unknown with a minor negative outcome predicted against the Natural Resources & Flooding objective. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site located within Sherwood District Centre providing regeneration opportunities to support the vitality and viability of the Centre. Suitable for allocation for community, retail, residential and office uses.
PA22	PA22 Western Boulevard for Residential (C3) and employment (B1 and B2).	A moderate positive outcome was anticipated for the Landscape & Townscape objective, alongside more minor positive impacts for the Health, Crime, Environment Biodiversity & GI, and Employment objectives. Minor negative impacts were identified against the Waste, Energy & Climate Change, and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	Yes	Brownfield site at low risk of flooding. Suitable for allocation for residential and employment uses with opportunities for enhancement of GI and walking and cycling links. Site has negative EqIA score as part of site is use for winter quarters and storage for travelling show-people. Redevelopment of the site would require mitigation via relocation to suitable alternative premises.
PA23	PA23 Radford Road - Former Basford Gasworks for Employment (B1, B2, B8), residential (C3, significant proportion to be family housing). Supplementary uses could include A1, A2, A3, and D2.	Moderate to major positive outcomes were identified for the Housing and Landscape & Townscape objectives. A moderate positive impact was also identified for the Employment objective, with further minor positive outcomes for the Health, Crime, Social, and Environment Biodiversity & GI objectives. Moderate negative impacts were expected against the Waste and Energy & Climate Change objectives, with a further more minor negative outcome expected against the Natural Resources & Flooding objective. Mitigation measures have been identified for possible negative impact.	No	No	Large cleared brownfield site at low flood risk. Planning permission (12/02756/PFUL3) was approved for a mix of uses, including residential, employment, retail, financial / professional, restaurants / cafes and assembly and leisure. The planning application also set out an amended boundary to the site. Given the planning permission for the site and regeneration potential site is considered suitable for allocation.
PA24	PA24 College Way - Melbury School Playing Field for Residential (C3, predominantly family housing) with provision of on site open space.	Proposed residential and open space uses could bring moderate to major positive outcomes for the Housing objective as well as a minor positive impact for the Health objective. A moderate negative impact was identified against the Transport objective, as well as further minor negative impacts against the Environment Biodiversity & GI, Natural Resources & Flooding, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site at low flood risk within residential area. Site considered acceptable for release following Playing Pitch Assessment in consultation with Sport England - not located in area of playing pitch deficiency. Opportunities for links/improvements to GI and provision of publicly accessible open space on site. Suitable for allocation for residential use.
PA25	PA25 Chingford Road Playing Field for Residential (C3, predominantly family housing) with a proportion of the site retained as open space.	Proposed residential use could bring major positive impacts for the Housing objective as well as a minor positive outcome for the Health objective. The waste objective was considered likely to receive a moderate to major negative impact alongside moderate negative impacts against the Environment, Biodiversity & GI, Energy & Climate Change, and Transport objectives, as well as a minor negative outcome for the Natural Resources & Flooding objective. Mitigation measures have been identified for possible negative impact.	No	No	Site at low flood risk within residential area. Site considered acceptable for release following Playing Pitch Assessment in consultation with Sport England - not located in area of playing pitch deficiency. Opportunities for links/improvements to GI and provision of publicly accessible open space on site. Suitable for allocation for residential use.

PA26	PA26 Denewood Crescent - Denewood Centre for Residential (C3, predominantly family housing) with potential for an element of specialist housing to meet the needs of the elderly.	Proposed residential use could bring a major positive impact on the Housing objective, as well as minor positive outcomes for the Health and Landscape & Townscape objectives. Minor negative outcomes were predicted against the Social, Waste, Energy & Climate Change and Employment objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site close to residential area at low flood risk with opportunities for regeneration for housing. Site is suitable for allocation for residential use.
PA27	PA27 Wilkinson Street - Former PZ Cussons for Residential (C3, predominantly family housing), employment (B1, B2) and open space.	The proposal for residential use is considered likely to have a major positive impact on the housing objective and moderate to major positive impacts on the Landscape & Townscape, and Transport objectives. Moderate positive outcomes were also predicted for the Health and Natural Resources and Employment objectives. Minor positives for Heritage, Crime, Social, and Environment objectives were also identified. A moderate to major negative outcome was predicted against the Waste objective and Moderate negative impact against Energy. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	Brownfield site with significant regeneration potential. The principle of residential development at this site has already been established through the planning approval process. Although at flood risk, EA support the allocation subject to appropriate mitigation measures to also have the potential to provide opportunities for biodiversity and cycling and walking links. Suitable for allocation for residential and employment use.
PA28	PA28 Ransom Road - Hine Hall for Residential (C3, predominantly family housing including provision of affordable and accessible housing).	A moderate positive outcome was identified for the Housing objective as well as a more minor positive impact for the Health objective. A moderate to major negative impact was predicted for Environment, Biodiversity and GI objective with moderate negative impacts also identified against the Heritage and Transport objectives. Less significant negative impacts were predicted against the Landscape & Townscape, Natural Resources, Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site is at low flood risk and contains existing residential development. This site scores relatively poorly on several SA objectives particularly due to the heritage aspects of the sites. However it is considered that appropriate residential development is possible on the site in line with the existing planning brief which sets out principles for sensitive low density housing around the existing buildings. Site is suitable for allocation for residential use.
PA29	PA29 Bobbers Mill Bridge - Land Adjacent to Bobbers Mill Industrial Estate for Residential use (C3, predominantly family housing).	A moderate positive outcome was predicted for the Landscape & Townscape objective, as well as more minor positive outcomes for the Housing, Health, Crime, Environment and Natural Resources & Flooding objectives. A minor negative impact against the Employment objective was also identified. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site with regeneration potential close to residential and employment uses. Although this site is at risk of flooding the EA support allocation subject to mitigation measures and holistic approach to flood risk. Development provides opportunities to enhance biodiversity and provide improved cycling and walking links. Suitable for allocation for residential use.
PA30	PA30 Bobbers Mill Bridge - Bobbers Mill Industrial Estate for Residential (C3, predominantly family housing), employment (B1).	Proposed residential use could bring a moderate to major positive housing benefit, as well as a moderate positive outcome on Landscape & Townscape. Other minor positive benefits were predicted for the Health, Crime, Social, and Environment objectives. A moderate negative outcome for the Natural Resources objective was predicted as well as minor negative outcomes against the Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site with regeneration potential close to residential and employment uses. Although this site is at risk of flooding the EA support allocation subject to mitigation measures and holistic approach to flood risk. Development provides opportunities to enhance biodiversity and provide improved cycling and walking links. Suitable for allocation for residential use and employment use.
PA31	PA31 Ascot Road – Speedo for Residential (C3, predominantly family housing).	Moderate positive impacts were identified for the Housing and Landscape/Townscape objectives, as well as a minor positive impact for the Health objective. Moderate negative outcomes for the Waste and Energy objectives were also predicted. Mitigation measures have been identified for possible	No	No	Brownfield cleared site close to residential properties with regeneration potential. Although site is an area of flood risk, EA support subject to mitigation measures. Planning permission granted for residential Autumn 2015. Suitable for allocation for residential use given planning status.

		negative impact.			
PA32	PA32 Beechdale Road - South of Former Co-op Dairy for Residential (C3, predominantly family housing).	A moderate to major positive impact for the Housing objective was identified, as well as a moderate positive outcome for the Landscape/Townscape objective. Other more minor positive outcomes for the Health, Crime and Environment objectives were predicted. Minor negative impacts against the Waste, Energy Transport and Employment objectives were identified. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site at low flood risk in a generally residential area. Planning permission granted on part of site for 36 dwellings. Development provides potential to open up culverted water course and improve habitats/biodiversity. Suitable for allocation for residential use particularly given planning history.
PA33	PA33 Chalfont Drive - Former Government Buildings for Residential (C3, predominantly family housing).	Proposed residential use could bring very important positive impacts for the Housing objective. A moderate positive outcome for Health, and further minor positive impacts for Heritage, Landscape/Townscape, Natural Resources & Flooding and Energy were also identified. A moderate to Major negative outcome against the Employment objective was predicted, alongside a minor negative effect against the Transport objective. Mitigation measures have been identified for possible negative impact.	No	No	Large brownfield site within existing residential area at low flood risk. Site has outline permission, pending detailed planning permission on two thirds of site. Suitable for allocation for residential use particularly in light of planning status.
PA34	PA34 Beechdale Road – Former Beechdale Baths for Convenience retail store (A1), residential.	Moderate positive impacts were identified for Housing and Landscape/Townscape objectives, as well as a minor positive outcome for the Employment objective. A moderately negative impact on the Transport objective was predicted as well as a more minor negative effect on the Waste objective. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site at low flood risk. Enhanced alternative provision of leisure facility has been provided at Harvey Haddon. The need for additional convenience retail use in this area has been identified within the 2008 Greater Nottingham Retail Study and 2015 Study. Given the sites location within a residential area, housing is also considered suitable for this site.
PA35	PA35 Woodyard Lane – Siemens for Residential (C3, predominantly family housing) and community facilities (D1) and open space.	The proposal for residential and community facility uses on this site were considered likely to result in major positives to the Housing objective, and moderate positive outcomes for the Health and Social objectives. A minor positive outcome was also predicted for the Landscape/Townscape objective. Moderate negative impacts against the Waste, Energy & Climate Change and Employment objectives were predicted, alongside minor negative effects for the Environment and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	At low flood risk within an existing residential area. Part of the site is brownfield. Opportunities to create publicly accessible open space. Site suitable for allocation for residential use.
PA36	PA36 Russell Drive - Radford Bridge Allotments for Residential (C3, predominantly family housing) including open space and re-provision of allotments.	The uses proposed at the allotment site were considered likely to result in a major positive outcome for the Housing objective, as well as more minor positives for the Health, Crime and Social objectives. Moderate to major negative outcomes were suggested for the Waste and Energy objectives, as well as moderate negative impacts on the Environment, Natural Resources and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site scores poorly on several objectives of SA and was not considered suitable for allocation due to loss of allotments. Site was not included at Preferred Option stage. Planning permission was granted at appeal. Site allocated in consideration of the planning status of the site.

PA37	PA37 Robin Hood Chase for Residential (C3, to include elderly and family housing provision) and a community facility/centre (D1).	The regeneration of Robin Hood Chase with residential development and community facility was considered likely to result in minor positive impacts for the Housing and moderate Landscape/Townscape objectives. Minor positive impacts were expected for the Health, Crime, Social, Environment and Transport objectives. A minor negative effect on Waste was predicted. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site, at low flood risk and suitable for housing – part of wider regeneration proposals. Phase 1 now complete and excluded from the allocation. Remaining site suitable for allocation for residential and community use.
PA38	PA38 Carlton Road - Former Castle College for Residential (C3), employment (B1), community and education (D1).	The proposal for the mix of uses at this site was considered likely to result in moderate positive impacts for the Social and Landscape/Townscape objectives, as well as minor positives for the Housing, Crime, Transport, Employment and Innovation objectives. Moderate negative outcomes were anticipated against the Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site which is largely cleared and at low flood risk. Close to residential and employment uses. Site area reduced to exclude open space. Suitable for allocation for residential and employment use.
PA39	PA39 Carlton Road - Former Albany Works Site and Co-op for Retail (supermarket A1) and residential (C3, predominantly family housing).	The proposal for the mix of uses at this site was considered likely to result in a moderate to major positive outcome for the Landscape/Townscape objective and moderate positive impact on the Employment objective. More minor positive effects were expected for the Housing, Crime, Social and Environment objectives. Moderate negative outcomes were predicted against the Waste and Transport objectives, as well as a minor negative effect against the Energy objective. Mitigation measures have been identified for possible negative impact.	No	No	The site is a largely cleared brownfield, at low risk of flooding with regeneration potential to support local community and CONI. Site suitable for allocation for residential and retail use.
PA40	PA40 Daleside Road - Former Colwick Service Station for Residential (C3).	A moderately positive impact was expected for the Landscape/Townscape objective, with further minor positive impacts for the Housing, Crime and Environment objectives. Minor negative effects were anticipated against the Natural Resources, Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Cleared brownfield site. Within flood zone, however principle of residential use established at appeal and planning permission granted for lower density scheme Sep 15. Suitable for allocation particularly given planning status.
PA41	PA41 Alfreton Road - Forest Mill for Retail (A1) (as component of mixed use scheme), residential (C3), student accommodation (sui generis), office (B1), non-residential institution (D1).	A major positive impact has been identified for the Housing objective. Moderate positive impacts were also anticipated for the Heritage and Landscape/Townscape objectives. More minor positive effects were expected for the Health, Crime, Social, Natural Resources, Transport and Employment objectives. Moderately negative outcomes for the Waste and Energy objectives were identified. Mitigation measures have been identified for possible negative impact.	No	No	Accessible prominent brownfield site, part cleared and at low flood risk which detracts from the attractiveness of the area and Local Centre. Opportunities for positive regeneration to contribute to housing, retail and employment. Suitable for allocation for mix of uses.
PA42	PA42 Ilkeston Road - Radford Mill for Residential (C3, predominantly family housing). Potential for community facilities (D1) and/or employment (B1) uses.	A moderate to major positive effect was predicted for the Housing objective, with further moderate positive impacts identified for the Landscape/Townscape and Transport objectives. Minor positive impacts were also predicted for the Health, Crime, Social and Natural Resources objectives. The impact on Heritage was considered to be unknown. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site, at low risk of flooding with planning consent for residential to rear of site. Suitable for allocation for residential, employment and community uses.

PA43	PA43 Salisbury Street for Residential (primarily C3) and small scale retail (A1) delivered as integral part of mixed use scheme.	A moderate to major positive effect was anticipated for the Landscape/Townscape objective. Minor positive impacts were identified for the Housing, Crime and Environment, Biodiversity & GI objectives. Minor negative impacts were predicted for the Waste, and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield cleared site between employment and residential areas. Part of site at risk of flooding but EA support subject to mitigation and layout. Suitable for allocation for residential use and small scale retail to support local area.
PA44	PA44 Derby Road - Sandfield Centre for Residential (C3) suitable for both private rented accommodation and owner occupation, with an element of family housing. Potential scope for small scale commercial uses (A1 retail and A3 café) along with employment (B1a) and community facilities (D1).	A major positive impact was identified for the Housing objective, with further minor positive impacts anticipated for the health, crime and Landscape/Townscape objectives. Moderate negative impacts were predicted against the Waste and Energy & Climate Change objectives and a minor negative impact against the Transport objective. The impact on the Social objective was unknown. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site at low flood risk within residential area. Current building is vacant and redevelopment provides regeneration opportunities for the local area. Suitable for allocation for residential use and supporting uses.
PA45	PA45 Prospect Place for Residential (C3, predominantly family housing).	A moderate to major positive outcome for the Landscape/Townscape objective was predicted, alongside a moderately positive impact for the Housing objective. Other minor positive impacts were predicted for the Health and Crime objectives. Moderate negative outcomes were predicted against the Waste and Energy & Climate Change objectives, together with a minor negative effect on the Transport objective. Mitigation measures have been identified for possible negative impact.	No	No	Cleared brownfield site at low flood risk. Between employment and residential area, providing opportunities for regeneration. Suitable for allocation for residential use.
PA46	PA46 Derby Road - Former Hillside Club for Residential (C3, predominantly family housing).	Moderate positive impact were identified for the Housing and Landscape/Townscape objectives, with other minor positive impacts predicted for the Health and Crime objectives. Minor negative impacts were identified against the Environment & Biodiversity, Natural Resources & Flooding, Waste, Energy & Climate Change and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site close to residential area. Within an area of flood risk, EA support allocation subject to mitigation and easement arrangements. Site has the potential for opportunities to enhance biodiversity by opening up River Leen culvert. Site is suitable for allocation for residential use.
PA47	PA47 Abbey Street/Leengate for Employment (principally hospital/health related B1) and facilities which support the QMC with auxiliary residential (C3) and hotel (C1).	Moderate to major positive outcomes were predicted for the Landscape/Townscape, Innovation and Economic Structure objectives with further moderate positive outcomes predicted for the Transport and Employment objectives. Minor positive impacts were identified for the Housing, Heritage, Crime and Environment, Biodiversity and GI objectives. Minor negative impacts were predicted against the Natural Resources & Flooding and Waste objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site at low flood risk. Site is an Enterprise Zone in recognition of its potential to contribute to provision of health and science facilities connected to the QMC. Potential for ancillary residential development on site and supporting uses such as hotel. Site suitable for allocation for employment and supporting facilities for QMC.
PA48	PA48 Queens Drive - Land adjacent to the Portal for Office (B1), Motor Showroom (sui generis), ancillary retail (A1) as part of a comprehensive development.	A moderate to major positive impact for the Landscape/Townscape objective was identified, as well as a moderate positive impact for Employment. Minor positive effects were also anticipated for the Transport and Innovation objectives. Moderate negative outcomes were predicted against the waste and Energy objectives, as well as a minor negative effect on the Natural Resources objective. Mitigation	No	No	Planning permission granted for retail, car showroom, and office in Jan 2015. Given its planning status it is recommended that the site be allocated for retail, employment, car showroom.

		measures have been identified for possible negative impact.			
PA49	PA49 NG2 West - Enterprise Way for Employment (B1a/b).	A moderate to major positive impact was identified for the Employment objective, and moderate positive impacts suggested for the Transport, Innovation and Economic Structure objectives. Minor positive impacts were identified for the Crime and Environment Biodiversity & GI and Landscape/Townscape objectives. Moderate negative impacts were predicted for the Natural Resources & Flooding, Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield cleared site which is ready for development and forms part of the NG2 prestige employment site. Suitable for allocation for employment use.
PA50	PA50 NG2 South - Queens Drive for Employment (B1a/b).	A moderate to major positive impact was identified for the Employment objective, and moderate positive impacts suggested for the Transport, Innovation and Economic Structure objectives. A minor positive impact was identified for the Crime objective, as well as a moderate positive outcome for the Landscape/Townscape objective. Moderate negative impacts were predicted for the Natural Resources & Flooding, Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield cleared site which is ready for development and forms part of the NG2 prestige employment site. Suitable for allocation for employment use.
PA51	PA51 Riverside Way for Residential (C3), offices/research & development/light industry (B1).	Moderate positive impacts are envisaged for the Housing, Landscape/Townscape and Transport objectives, with minor positive impacts for Health, Heritage, Crime, and Employment objectives. Minor negative impacts were identified for the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site close to both employment and residential areas. EA support allocation subject to mitigation. Suitable for allocation for residential and employment use.
PA52	PA52 University Boulevard - Nottingham Science and Technology Park for Office/research and development (B1a/b) and auxiliary/compatible uses.	Moderate to major positive impacts were predicted for the Employment, Innovation and Economic Structures objectives. A moderate positive impact for Landscape/Townscape and a minor positive impact for the Transport objective. Moderate negatives were predicted against the Waste and Energy & Climate Change objectives, with minor negative impacts for the Environment, Biodiversity & GI, and Natural Resources & Flooding objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible cleared site which forms part of prestigious Nottingham Science and Technology Park – also designated as an Enterprise Zone. Close to University of Nottingham. Suitable for allocation for employment use focussed on R&D.
PA53	PA53 Electric Avenue for Office/research & development /light industrial (B1).	A moderate to major positive impact was predicted for the Employment objective, with minor positive impacts for Crime, Transport, Innovation and Economic Structure objectives. Moderate negative impacts were identified against the Natural Resources & Flooding and Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Cleared brownfield site adjacent modern office building. EA support the allocation subject to flood risk mitigation. Suitable for allocation for employment use.
PA54	PA54 Boots for Employment (B1, B2 and B8) and residential (C3). Potential for an element of student accommodation (sui generis) subject to improved linkages to the University.	A very major positive impact was forecast for the Housing objective. A major positive impact was identified for the Employment objective, with moderate to major positive impacts predicted for Heritage, Landscape/Townscape, Innovation and Economic Structure objectives. Moderate positive impacts were also identified for the Health and Social objectives, with a minor positive impact for the Environment, Biodiversity & GI, objective. Moderate to major negatives	No	No	This is a major strategic brownfield site with enterprise zone status. Capable of delivering significant employment and housing alongside wider regeneration benefits and helping to secure the future of high grade heritage assets. EA support subject to mitigation measures. Outline planning permission granted and detailed permission granted for remediation and infrastructure works. Suitable for allocation for employment and residential use – particularly in light of planning

		were predicted against the Natural Resources and Waste objectives, with moderate and minor negative impacts identified against the Energy and Transport objectives, respectively. Mitigation measures have been identified for possible negative impact.			status.
PA55	PA55 Ruddington Lane - Rear of 107-127 for Residential (C3, predominantly family housing).	Minor positive impacts were predicted for the Housing and Transport objectives. Minor negative impacts were identified for the Environment, Biodiversity & GI, Landscape/Townscape, Natural Resources & Flooding, Waste and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Former garden land which is at flood risk, planning permission granted for residential development. Suitable for allocation for residential given the planning history of the site.
PA56	PA56 Sturgeon Avenue - The Spinney for Residential (C3, predominantly family housing and/ or specialist elderly housing).	A moderate to major positive impact was identified for the Housing objective and further minor positive impacts for the Health and Social objectives. Minor negatives were predicted against the Natural Resources & flooding, Waste, Energy and Transport objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site partly cleared adjacent to care home. Previous permission for residential development. Part of existing site at flood risk but focus for development is outside this area. Opportunities to improve GI. Suitable for allocation for residential use.
PA57	PA57 Clifton West for Residential (C3, predominantly family housing).	A very major positive impact was identified for the Housing objective and a minor positive impact for the Crime objective. Moderate to major negative impacts were identified against the Landscape, Waste and Energy objectives, with moderate negative impacts against the Heritage and Transport objectives. Minor negative impacts were identified against the Environment and Natural Resources objectives. Mitigation measures have been identified for possible negative impact.	No	No	Although this site scores relatively poorly on some aspects of the SA, the requirements of the Development Principles will address many of these issues through sensitive layout, design, incorporation of habitat buffers and provision of publicly accessible open space. The site is directly adjacent to existing residential development, is not at flood risk or within the Green Belt and has few physical constraints following completion of the A453 which has stalled delivery. Site has potential to make a significant contribution to housing growth. Site is suitable for allocation for residential development.
PA58	PA58 Green Lane - Fairham House for Residential (C3, predominantly family housing) and retail (A1) to support the role of the existing District Centre, potential for employment uses (B1) close to the District Centre.	The proposals were considered likely to result in moderate positive impacts for the Housing and Landscape/Townscape objectives, with further minor positive impacts for the Health, Social, and Transport objectives. Moderate negative outcomes were anticipated against the Waste and Energy objectives, with minor negative impacts identified against the Environment and Employment objectives. Mitigation measures have been identified for possible negative impact.	No	No	Previously used land, at low flood risk (which also includes open land with trees), close to residential area and Clifton District Centre. Site has potential to accommodate complementary uses to support Clifton District Centre including retail, residential and employment. It is recommended that this site is taken forward as an allocation.
PA59	PA59 Farnborough Road - Former Fairham Comprehensive School for Residential development (C3, predominantly family housing) and community uses (D1).	The proposal was considered as being likely to result in a major positive impact for the housing objective, with minor positive impacts also predicted for the Crime and Social objectives. Moderate negative impacts were identified against the Landscape/Townscape, Waste, Energy & Climate Change and Transport objectives. Mitigation measures have been identified for possible negative impact.	Yes	No	Former school site now vacant, surplus and subject to vandalism. Proposed site area reduced to avoid flood risk. Site could make a significant contribution to housing delivery. Key negatives for the SA include impact on Green Belt and Landscape Character. However allocation is considered appropriate. The site is linear in form and wraps around the edge of the existing urban area off Summerwood Lane. An urban extension is proposed to the south of the site within Rushcliffe and this site provides an opportunity to provide local highway, walking and cycling connections to better integrate the existing Clifton community and new development. The focus for new development would be the regeneration of the existing brownfield element of the site with opportunities to improve the quality and quantum of publicly accessible open space to the south of the site and enhance habitats and green corridors via links to adjacent Fairham Brook Nature Reserve and Brecks Plantation (located to the west of

					Summer Wood Lane). Unlike DS103 the form and shape closely follows the urban area and subject to sensitive design, layout and landscaping (particularly at the boundaries of the site) to filter and soften views and to reinforce the Green Belt boundary allocation for residential use is considered appropriate. It is considered that there are exceptional circumstances for the removal of this site from the Green Belt.
PA60	PA60 Victoria Centre for Retail (A1), leisure (D2), office (B1a), financial & professional services (A2), food & drink (A3, A4, A5), public transport facility (Sui Generis).	The proposal was considered as being likely to result in major positive outcomes for the Landscape/Townscape objective, with moderate to major positive impacts for the Social and Employment objectives, and moderate positive impact predicted for the Crime and Transport objectives. A minor positive effect was also identified for Heritage. A moderate negative outcome was suggested for the Waste objective, and minor negative impacts against the Natural Resources and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible existing major shopping centre within the City Centre. Planning permission was granted for an extension to the centre, including bus station and car park, in July 2014 which is in line with proposed retail policy and within forecast retail future capacity for the City Centre set out in the Retail Study 2015. Given the planning status, the site is suitable for allocation.
PA61	PA61 Royal Quarter - Burton Street, Guildhall, Police Station and Fire Station for Hotel (C1), offices (B1a), non-residential institution (D1), leisure (D2), residential (predominantly C3, potential for minor element of student accommodation). Auxiliary uses retail (A1), financial & professional services (A2), food & drink (A3/A4 delivered as integral part of a mixed use scheme).	Moderate to major positive impacts were identified for the Landscape/Townscape and Transport objectives, moderate positive impacts for the Social, Employment, Innovation and Economic Structure objectives although the extent was considered unknown. A Moderate negative impact was suggested for the objectives. Minor positive effects were expected to be felt in the Housing and Crime objectives. A moderately negative impact was expected for the Heritage and Waste objectives, alongside a more minor negative effect on the Energy objective. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible brownfield site in City Centre, low flood risk. SA identifies negative impacts on heritage objectives. However redevelopment of non-designated heritage assets provides potential to secure long term future of Listed Buildings and provide new modern business and training space in highly attractive location.
PA62	PA62 Creative Quarter - Brook Street East for Offices/Studio/Workshop/Research & Development (B1), Hotel (C1), Residential (C3), student accommodation (sui generis), Assembly & Leisure (D2), Non-residential Institutions (D1). Potential auxiliary uses to ground floor Financial & Professional Services (A2), Food & Drink (A3).	A moderate to major positive outcome was predicted for the Landscape/Townscape objective, alongside moderate positive impacts for Housing and Heritage. Health, Crime, Transport and Employment objectives were considered likely to receive minor positive benefit. Minor negatives were considered likely for the Natural Resources and Waste objectives. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible cleared brownfield site in City Centre, at low flood risk. Suitable for allocation for a mix of uses.
PA63	PA63 Creative Quarter - Brook Street West for offices/studio/workshop/research & development (B1), hotel (C1), residential (C3), student accommodation (sui generis), assembly & leisure (D2), non-residential Institutions (D1). Potential auxiliary uses to ground floor financial &	A moderate to major positive effect on the Landscape/Townscape objective was expected. The Housing and Transport objectives were viewed as likely to benefit from moderate positive impacts, with more minor positive effects for the Health, Social and Energy objectives. A minor negative was identified against the Natural Resources objective. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible brownfield site in City Centre, at low flood risk. Suitable for allocation for a mix of uses.

	professional services (A2), food & drink (A3).				
PA64	PA64 Creative Quarter - Sneinton Market for Office / workshop / research & development (B1), residential (C3), retail (A1) with ancillary leisure and community uses (D1) as part of a mixed use scheme.	Moderate positive outcomes were predicted for the Housing, Social, Transport and Employment objectives, with minor positive outcomes suggested for the Health, Crime, Innovation and Economic Structure objectives. Minor negative impacts against the Heritage, Natural Resources & Flooding and Waste objectives were expected. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible brownfield site in City Centre at low flood risk. Permission granted for part refurbishment in 2013 and further opportunities for redevelopment of unsympathetic buildings on periphery of site. Suitable for allocation for a mix of uses.
PA65	PA65 Creative Quarter - Bus Depot for Residential (C3), hotel (C1), employment (B1), non-residential institution (D1), leisure (D2). Auxiliary retail (A1, A2, A3) (delivered as integral part of a mixed use scheme).	A major positive outcome was predicted for the Housing objective, with a moderate to major positive outcome predicted for the Landscape/Townscape and Employment objectives. Moderate positive outcomes were identified for the Health, Natural Resources & Flooding, and Transport objectives. Minor positive impacts were considered likely for the Social, Environment Biodiversity & GI, Energy & Climate Change, Innovation and Economic Structure objectives. A minor negative impact was predicted against the Waste objective. Mitigation measures have been identified for possible negative impact.	No	No	Large brownfield site within City Centre at low flood risk with scope for regenerative development which supports the role and function of the City Centre and improved east west connections. Suitable for allocation for a mix of uses.
PA66	PA66 Castle Quarter, Maid Marian Way - College Site for Tourism (D2), offices (B1a), residential (C3), small scale retail (A1, A2, A3 delivered as an integral part of a mixed use scheme).	A very major/important positive outcome for the Landscape/Townscape objective was predicted. Major positive impact was identified for the Heritage and Transport objectives, with a moderate positive result considered likely for Housing. Further minor positive impacts were identified against the Health, Crime, Social, Energy & Climate Change and Employment objectives. A minor negative impact On the Natural Resources & Flooding objective was identified. Mitigation measures have been identified for possible negative impact.	No	No	Prominent brownfield site in City Centre directly adjacent to significant heritage assets. Highly accessible, low flood risk. Potential for transformational development, removal of unsympathetic buildings and replacement with uses and new build compatible for cultural and heritage significance of location. Site suitable for allocation of mix of uses focussed on tourism.
PA67	PA67 Broadmarsh Centre for Primarily retail (A1), leisure (D2), food & drink (A3), offices (B1a), education (D1), cave visitor facility, public realm, public transport provision (including bus station, tram facilities, cycle parking) public car parking. Auxiliary uses could include food & drink (A4, A5) delivered as integral element of mixed use scheme.	A very major positive impact was predicted for the Transport objective, alongside a likely major positive impact for Landscape/Townscape. Moderate to major positive impacts were considered likely for the Heritage, Social and Employment objectives. A moderate positive impact was predicted for the Crime objective, with minor positive impacts identified for Health, Natural Resources and Innovation objectives. Minor negative impact was highlighted against the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Major shopping centre in southern part of the City. Highly accessible, brownfield, low flood risk. Enhancement of the centre and improved north south routes is a key priority in delivering Southern Gateway transformation and aspirations for Canal Quarter. Planning permission granted summer 2015 for alternations, extension and COU to the centre. Suitable for allocation for mix of town centre uses.
PA68	PA68 Canal Quarter - Island Site for Offices/high tech, light industry/research & development, warehouse (B1, B8), residential (C3) and retail (A1, A2, A3), leisure (D2), hotel (C1), conference use (D1) delivered as integral part of mixed use scheme.	The proposal was considered likely to result in a very major positive impact for the Housing and Landscape/Townscape objectives, with moderate to major positive impacts predicted for the Heritage, Social and Employment objectives. Other moderate positive impacts were expected for the Health, Crime, Environment, Biodiversity & Green Infrastructure, Transport, Innovation and Economic Structure objectives. A very major negative impact was identified against the Waste objective, as well as a major negative impact against Energy	No	No	Extensive brownfield, largely cleared site containing heritage assets in poor repair. Close to transport interchange. Part of site at flood risk. Site is a regeneration priority for the City Council and important in delivering Canal and Creative Quarter objectives. Capable of making a significant contribution to office and housing growth with potential synergies of co-location of offices to Bio-city. Potential for improved connections to City Centre core and communities of Sneinton and St Anns. Suitable for allocation for a mix of uses.

		& Climate Change. Mitigation measures have been identified for possible negative impact.			
PA69	PA69 Canal Quarter - Station Street/Carrington Street for Offices (B1a), residential (C3), student accommodation (sui generis), hotel (C1), leisure (D2), non-residential institution (D1), auxiliary retail (A1), financial & professional services (A2), food & drink (A3) focussed at ground floor level.	A very major positive impact was predicted for the Transport objective with a moderate to major positive effect identified for Landscape/Townscape. Moderate positive impacts identified for the Housing, Heritage, Crime and Employment objectives. Minor positive impacts were also predicted for the Health, Environment, Biodiversity and G.I, and Economic Structure. Minor impact was predicted against the Natural Resources and Flooding and Waste objectives. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible City Centre brownfield site directly opposite transport interchange. Low flood risk. Potential for refurbishment and redevelopment to support aspirations of Canal Quarter and enhance setting of heritage assets. Site suitable for allocation for mix of uses.
PA70	PA70 Canal Quarter - Queens Road, East of Nottingham Station for Offices/light industry/research & development (B1), residential (C3), hotel (C1), non residential institution (D1), leisure (D2). Potential auxiliary uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of mixed use scheme.	The mixed use proposal at this site was considered likely to result in major positive impacts for the Housing and Transport objectives with a moderate to major positive effect on Landscape/Townscape. Moderate positive impacts were also expected for the Heritage and Employment objectives. A minor positive impact was also identified for the Health objective. A moderate negative impact was predicted against the Waste objective and a further more minor negative outcome for Energy & Climate Change. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site located on a prominent corner in City Centre with regeneration potential. Site considered suitable for range of uses subject to design to respond to setting of heritage assets and potential of site. Suitable for allocation for mix of uses.
PA71	PA71 Canal Quarter - Sheriffs Way, Sovereign House for Primarily Offices (B1a). Additional uses could include residential (C3), hotel (C1), assembly & leisure (D2), non-residential institution (D1). Auxiliary uses could include car parking, small scale retail (A1) financial services (A2), food & drink (A3, A4, A5) to ground floor (delivered as an integral part of a mixed use scheme).	The proposal was considered likely to result in a very major positive impact for the Transport objective, alongside a major positive outcomes for the Landscape/Townscape and Employment objectives. Moderate positive impact was anticipated for the Heritage and Economic Structure objectives and Minor positive outcomes for the Health, Crime, and Social objectives. A moderate negative impact was predicted for the Natural Resources & Flooding objective, alongside a minor negative impact against the Waste objectives. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible, part vacant brownfield site. Within area of flood risk but no objections from EA. Permission granted in 2014 for demolition and erection of mixed use scheme offices, hotel, shops, financial and professional, leisure, parking. Priority brownfield site for regeneration in the Canal Quarter expected to deliver significant employment benefits as part of a new business quarter centred on the Station Hub. Potential to significantly enhance physical environment. Partnership scheme with NCC likely. Site suitable for allocation primarily for offices with supporting uses.
PA72	PA72 Canal Quarter - Waterway Street for Offices/light industry/research & development (B1), residential (C3), student accommodation (Sui Generis), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1, A2, A3) to ground floor (delivered as integral part of mixed use scheme).	The proposal was considered likely to result in a major positive outcome for Transport, with a moderate to major positive impact for Landscape/Townscape objective. Moderate positive effects were expected for the Housing and Employment objectives, with more minor positive impacts suggested for Health, Crime, Social and Economic Structure objectives. Moderate negative impact against the Natural Resources & Flooding and Waste objectives were predicted, as well as a minor negative impact against the Energy & Climate Change objective. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site within City Centre. Within area of flood risk but allocation supported by EA. This partly cleared brownfield site lies opposite the northern edge of the Meadows housing area and has the potential to transform the physical environment to better manage the transition from City Centre to residential area through sympathetic development of an appropriate type and scale. Site suitable for allocation for mix of uses.
PA73	PA73 Canal Quarter - Sheriffs Way/Arkwright Street for Primarily offices (B1a) within block north of Crocus Street and offices/light industry/research & development (B1) to south. Potential secondary uses -	The proposal at this site was considered likely to result in a major positive outcome for the Transport objective. A moderate to major positive impact was also identified for both the Housing and Landscape/Townscape objectives, as well as a moderate positive impact for the Employment objective. More minor positive outcomes were also identified for the	No	No	Highly accessible brownfield site (partly cleared) opposite new transport hub. In area of flood risk but allocation supported by EA. Key site in managing the transition between City Centre and Meadows housing area and in contributing to a new business quarter close the Station Hub. Suitable for allocation for primarily office use with supporting uses.

	residential (C3), hotel (C1). Auxiliary uses: small scale retail (A1), financial services (A2), food & drink (A3) (delivered as an integral part of a mixed use scheme).	Health, Heritage, Crime and Economic Structure. A moderate negative impact was predicted against the Waste objective, with minor negatives expected against Natural Resources and Energy objectives. Mitigation measures have been identified for possible negative impact.			
PA74	PA74 Canal Quarter - Arkwright Street East for Primarily Offices (B1a), light industry/research & development (B1). Potential secondary uses could include residential (C3), non-residential institution (D1). Auxiliary ground floor uses could include small scale retail (A1, A2, A3) delivered as integral part of mixed use scheme.	The proposed uses at this site were considered likely to result in a major positive outcome for the Transport objective, alongside moderate to major positive effects on Landscape/Townscape and moderate positive outcomes for the Housing and Employment objectives. Minor positive outcomes were also identified for the Health, Heritage, Crime, Environment, Biodiversity & G.I. and Economic Structure objectives. Minor negative impacts on Natural Resources and Waste were anticipated. Mitigation measures have been identified for possible negative impact.	No	No	Highly accessible brownfield and partly cleared sites is an important element in realising regeneration aims for the Canal Quarter as a new vibrant business led community. Following tram works, this site has the potential for refurbishment and new build to improve the physical appearance of this part of the City and in particular connections to the Meadows. Site suitable for allocation for primarily office use with supporting uses.
PA75	PA75 Canal Quarter - Crocus Street, Southpoint for Residential (C3), student accommodation (Sui Generis). Auxiliary uses to ground floor could include small scale retail (A1, A2, A3) delivered as an integral part of a mixed use scheme).	A very major positive outcome was predicted for the Housing objective, as well as a major positive impact on the Transport objective. A moderate to major positive effect for the Landscape/Townscape objective was expected, and minor positive impact was identified for the Health, Heritage, Crime, Employment and Economic Structure objectives. A moderate to major negative impact was considered likely against the Waste objective, a moderate negative impact against the Energy objective, minor negative impacts against the Environment, Biodiversity & G.I., and Natural Resources objectives. Mitigation measures have been identified for possible negative impact.	No	No	Accessible brownfield site in prominent location within City Centre. Within area of flood risk but allocation supported by EA. Planning permission for intensive residential use granted on appeal. Suitable for allocation for residential use given planning history.
PA76	PA76 Waterside - London Road, Former Hartwells for Offices/high tech, light industry/research & development/warehouse (B1, B8), non-residential institution (D1), sports facility, assembly & leisure (D2). Potential for an element of residential.	A moderate to major positive effect on Landscape/Townscape. Moderate positive impacts for Transport and Employment were expected. The Heritage, Crime, Environment, Biodiversity & G.I., and Natural Resources & Flooding objectives were considered likely to result in minor positive outcomes. A moderate negative impact against the Social objective was predicted, alongside minor negatives against the Waste, and Energy & Climate Change. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site at low risk of flooding, close to the City Centre with current permission for offices. The site has potential for a mix of uses compatible with neighbouring occupiers to deliver the regeneration objectives of the waterside. Relationship to the Energy from Waste Plant to the east requires careful consideration. Suitable for allocation for proposed mix of uses.
PA77	PA77 Waterside - London Road, Eastcroft Depot for Offices/high tech, light industry/research & development, warehouse (B1, B8), transport/depot uses, non-residential institution (D1), sports facility, assembly & leisure (D2). Potential for an element of residential.	The proposed uses at this site were considered likely to result in moderate to major positive impact for the Landscape/Townscape objectives, with moderate positive outcomes also anticipated for the Heritage, Transport and Employment objectives. More minor positive impacts for Crime, Environment, Biodiversity & G.I., and Innovation objectives were identified. A moderate negative impact was predicted against the Natural Resources and Flooding objective, with more minor negative impacts identified against the objectives for Waste, and Energy & Climate Change. Mitigation measures have been identified for the possible negative impacts which may result from the proposed development. Mitigation measures have been identified for possible	No	No	Brownfield site, close to the City Centre. Potential for mix of uses compatible with neighbouring occupiers to deliver the regeneration objectives of the waterside. Relationship to the Energy from Waste Plant to the east requires careful consideration. Suitable for allocation for proposed mix of uses.

		negative impact.			
PA78	PA78 Waterside - London Road, South of Eastcroft Depot for Offices/high tech, light industry/research & development, warehouse (B1, B8), non-residential institution (D1), sports facility, assembly & leisure (D2). Potential for an element of residential.	The proposed uses at this site were considered likely to result in a moderate to major positive effect on the Landscape/Townscape objective, with moderate positive impacts for the Transport and Employment objectives. More minor positive outcomes for the, Crime, Environment, Biodiversity & Green Infrastructure, and Innovation objectives were also anticipated. A moderate negative impact against the Natural Resources & Flooding objectives was predicted, alongside more minor negative outcomes for the Waste, and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site, close to the City Centre. Within area of flood risk but allocations supported by EA. Potential for mix of uses compatible with neighbouring occupiers to deliver the regeneration objectives of the waterside. Relationship to the Energy from Waste Plant to the east requires careful consideration. Suitable for allocation for proposed mix of uses.
PA79	PA79 Waterside - Iremonger Road for Offices/high technology, light industry/research & development (B1), residential (C3), student accommodation (Sui Generis).	Moderate to major outcomes were predicted for the Housing and Landscape/Townscape objectives, alongside a moderate positive outcome for the Employment objective, and more minor positive impacts predicted for the Health, Heritage, Crime, Environment, Biodiversity and G.I., Transport and Innovation objectives. A moderate negative impact was predicted for the Natural Resources & Flooding objective, alongside a more minor negative outcome for the Waste objective. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site close to employment uses and Meadows and Turneys Quay residential areas. Within area of flood risk but allocation supported by EA. Site provides opportunity to regenerate this part of the Waterside. Suitable for allocation of employment and residential use.
PA80	PA80 Waterside - Cattle Market for Offices/light industry/research & development (B1), residential (C3), hotel (C1), non-residential institution (D1), assembly & leisure (D2).	Moderate to major positive outcome was identified for the Housing and landscape/Townscape objectives. Minor positive outcomes were suggested for the Health, Heritage, Crime, Employment and Innovation objectives. Minor negative impact was expected against the Natural Resources & Flooding, Waste, and Energy objectives. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield site close to employment uses. Within area of flood risk but allocation supported by EA. Site provides opportunity to regenerate this part of the Waterside. Suitable for allocation of proposed mix of uses.
PA81	PA81 Waterside - Meadow Lane for Primarily residential (C3) with other uses - offices/high technology, light industry/research & development (B1), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1), financial services (A2), food & drink (A3) (delivered as an integral part of a mixed use scheme).	The proposed uses at this site were considered likely to result in a very major positive impact for the Housing objectives, with a further major positive effect anticipated for Landscape/Townscape. A moderate positive for Health and minor positive impact for the Crime and Environment, Biodiversity and G.I. objectives were predicted. Moderate negative impacts were expected for the Natural Resources & Flooding objective, Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Large brownfield site close to residential and employment uses. Within area of flood risk but allocation supported by EA. Planning permission granted subject to S106 for primarily residential use on part of the site in May 2015. This brownfield site is an important part of the Waterside - a priority for regeneration with a long frontage to the River Trent. Potential for this site to make significant contribution to regeneration objectives and deliver new public realm and Riverside walking and cycling links. Suitable for allocation for proposed uses.
PA82	PA82 Waterside - Freeth Street for Residential (C3), office (B1) and small scale convenience retail (A1), restaurant/café (A3) and non-residential institution (D1).	The proposed uses were considered likely to result in a very major/important positive outcome for the Housing objective with a Major positive outcome expected for the Landscape/Townscape objective. Further moderate positive impacts for the Health, Social, and Environment, Biodiversity & G.I. objectives, as well as minor positives for Crime and Innovation were also expected. Minor negative outcomes against the Waste, Energy & Climate Change were identified. Mitigation measures have been identified for possible negative impact.	No	No	Large brownfield site within area of flood risk. This brownfield site is an important part of the Waterside - a priority for regeneration with a long frontage to the River Trent. Potential for this site to make significant contribution to regeneration objectives and deliver new public realm and Riverside walking and cycling links. Suitable for allocation for proposed uses.

PA83	PA83 Waterside - Daleside Road, Trent Lane Basin for Residential (C3) and employment (B1).	The proposed uses at this site were considered as being likely to result in a very major positive outcome for the Housing objective, alongside a major positive effect on Landscape/Townscape. Other moderately positive impacts for the Health, Social and Environment, Biodiversity & G.I. objectives and minor positive impacts for the Crime and Innovation objectives were also anticipated. Moderate negative outcomes were predicted for the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Large brownfield site within an area of flood risk, allocation supported by EA. Priority regeneration site with potential to make a significant contribution to regeneration objectives and deliver new public realm and Riverside walking and cycling links. Hybrid part outline/part detailed consent granted June 2014 for residential development. Suitable for allocation for residential and employment.
PA84	PA84 Waterside - Daleside Road, Eastpoint for Retail (A1) and restaurant/café uses (A3).	The proposed uses were considered likely to result in moderate to major positive outcomes for the Landscape/Townscape and Employment objectives, as well as minor positive impacts for the Crime, Social, Environment & G.I., and Economic Structure objectives. Moderate to major negative outcomes were identified against the Waste, Energy & Climate Change objectives, alongside a minor negative effect on Transport. Mitigation measures have been identified for possible negative impact.	No	No	Brownfield cleared site, low flood risk. Site has planning permission for retail and restaurant uses and has potential to provide services to new Waterside community. Suitable for allocation.
PA85	PA85 Waterside - Trent Lane, Park Yacht Club for Residential (C3) and employment (B1/B2).	The proposal was considered likely to result in a very major positive impact for the Housing objective, as well as a major positive outcome for Landscape/Townscape. Minor positive outcomes for the Health, Crime, Social, and the Environment, Biodiversity & GI objectives were also predicted. Moderate negative impacts were predicted against the Waste and Energy & Climate Change objectives, with minor negative outcomes also identified against the Natural Resources & flooding, Transport objectives and Employment objectives. Mitigation measures have been identified for possible negative impacts.	No	No	Large brownfield site within an area of flood risk, allocation supported by EA. Priority regeneration site with potential to make a significant contribution to regeneration objectives and deliver new public realm and Riverside walking and cycling links. Planning application for residential use submitted May 2015. Suitable for allocation for residential and employment uses.
Site Not Taken Forward					
A1	DS3 Bestwood Sidings for Employment use	A moderate positive impact was predicted for the Employment objective, with a minor positive outcome anticipated for the Crime objective. The Transport objective was considered likely to experience a moderate to major negative impact, with moderate negative impacts also predicted against the Environment, Biodiversity & GI, and Natural Resources & Flooding, Waste and energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Although a brownfield site, this site is extremely challenging to access being bounded by rail line and watercourse. Satisfactory access would involve bridging over rail/watercourse and/or acquisition of third party land – unlikely to come forward within the plan period.
A2	DS9 Bar Lane Industrial Park for Residential	A major positive impact was predicted for the Housing objective, alongside a moderate positive impact for the Landscape & Townscape objective and more minor positive outcomes for the Health, Heritage, Crime and Environment, Biodiversity & GI objectives. A moderate to major negative impact was predicted for the Employment objective, whilst the Waste and Energy & Climate Change objectives were considered likely to receive some minor negative impact. Mitigation measures have been identified for possible	No	No	The site is an existing well used employment site on an industrial park and therefore it is not considered appropriate to allocate the site for alternative use.

		negative impact.			
A3	DS11 Basford Gateway for Employment and Residential	A moderate to major positive outcome was predicted for the Landscape & Townscape objective alongside more minor positive impacts for the Housing, Health, Heritage, Crime, Natural Resources & flooding and Transport objectives. Minor negative outcomes were predicted for the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for possible negative impact.	No	No	Site is currently in active use (employment, waste transfer) and the owner of part of the land has indicated that there are no redevelopment plans. Not considered appropriate to allocate given the current active and appropriate uses.
A4	DS12 Church View industrial Estate for Residential and Retail	A moderate to major outcome was predicted for the Landscape & Townscape objective, with further minor positive outcomes also anticipated for the Housing, Health, Heritage, Crime, and Environment, Biodiversity & GI objectives. A moderate to major negative impact was predicted against the Natural Resources & Flooding objective, with more minor negative outcomes also anticipated for the Waste, Energy and Climate Change, and Transport objectives. Mitigation measures have been identified for the possible negative impact.	No	No	Flood risk constraints on site. Existing active employment use on established industrial estate – allocation for alternative uses not considered appropriate.
A5	DS15 Western Section of Former Dunn Line Coach Station for Residential and Employment	Minor positive outcomes are anticipated for the Housing, Crime, Landscape & Townscape, Natural Resources & Flooding and Employment objectives. Minor negative outcomes were predicted for the Waste and Energy and Climate Change objectives. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	An alternative use for residential was put forward in the Additional Sites consultation (DS86 - now PA15) - it is considered that residential use is appropriate given the planning history and uses adjacent to the site.
A6	DS25 Nottingham Business Park South (Developer Option) Option 1 for Residential	A very major positive impact for the housing objective is considered likely, with a moderate positive impact also identified for the Health objective. The Landscape & Townscape objective was predicted to receive a major negative impact, whilst moderate to major negative impacts were also forecast against the Environment, Biodiversity & GI, Waste, Energy & Climate Change and Transport objectives. A moderate negative outcome was identified for the Heritage objective, along with a more minor negative impact for the Natural Resources & flooding objective. Mitigation measures have been identified for negative impacts predicted.	Yes	No	Site was put forward for residential, retail and employment in the Issues and Options consultation. Part of the site is within an established Business Park and part open land within the Green Belt. B1 uses to the north, residential to the east, agriculture and woods to the west, and, agriculture/Strelley village to the south. The SA scores negatively, particularly for Landscape and Townscape. Allocation of the whole of this site is considered inappropriate taking into account the assessment of Green Belt here which is assessed as performing very well in this location. Development on this open greenfield area is likely to adversely impact on the landscape and is in close proximity to Strelley Conservation Area. However, part of this site is included in allocation PA17 (outside of the Green Belt) which, subject to mitigation and sensitive boundary treatment, is considered appropriate for allocation.
A7	DS32 Ellis and Everard, Haydn Road for Residential	The Landscape & Townscape objective was considered likely to result in a moderate to major positive benefit, with a moderate positive outcome also predicted for the Housing objective. The Health objective could receive a minor positive impact. Minor negative outcomes were identified for the Waste, Energy and Climate Change and Employment objectives, though mitigation measures are identified for negative impact.	No	No	The majority of this site has been developed and is in active use - not considered necessary to allocate remainder of site.
A8	DS44 Waterside - British Waterways part of Freeth Street for Residential,	A moderate to major positive impact was predicted for the Landscape & Townscape objective, with moderate positive	No	No	This site has been taken forward as part of the larger PA82.

	Employment and Restaurants/Cafes	outcomes also predicted for the Housing, Health and Environment, Biodiversity & GI objectives, along with more minor positive effects on the Crime, Employment and Innovation objectives. A minor negative impact was predicted against the Waste objective. Mitigation measures against possible negative impact have been identified.			
A9	DS55 Radford Bridge Allotments (Option 2) for Residential, Sport, Leisure, Allotments and Open Space	A major positive outcome for the Housing objective was predicted, alongside minor positive impacts for the Health, Crime and Social objectives. Moderate to major negative outcomes were suggested for the Waste and Energy & Climate Change objectives, alongside other moderate negative outcomes against the Environment, Biodiversity & G.I., Natural Resources and Flooding, and Transport objectives. Mitigation measures have been identified for negative outcomes.	No	No	Site not included in the Preferred Option and not supported due to loss of allotments. An alternative Option for this site (DS54) has been allocated for residential in line with the planning permission for the site following appeal as PA23.
A10	DS66 Southside – Site of Former Hicking Pentecost & Company for Residential	A major positive outcome was predicted for the Housing and Transport objectives. A moderate positive outcome was predicted for the Landscape & Townscape objective, with more minor positive impacts were also identified for the Health, Heritage, Crime, and Social objectives. A moderate to major negative impact was considered likely against the Waste objective, with a moderate negative impact identified against the Energy & Climate Change objective, and a more likely negative outcome against the Environment, Biodiversity & GI objective. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	This site is has been taken forward as part of the larger PA75.
A11	DS70 Waterside – British Waterways Owned Part of Meadow Lane Site for Residential	The proposed uses at this site were considered likely to result in a moderate to major positive outcome for the Landscape & Townscape objective, a moderate positive impact for the Housing and Health objectives, and a minor positive impact for the Crime and Environment, Biodiversity and G.I. objectives. A moderate negative impact was predicted against the Natural Resources & Flooding objective, with more minor negative impacts against the Waste and Energy & Climate Change objectives. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	This site is has been taken forward as part of the larger PA81.
A12	DS87 Broxtowe Country Park for Residential and Commercial	A very major positive impact on the Housing objective was identified, along with a moderate positive impact for the Employment objectives. Minor positive impacts was also anticipated for the Crime objective. Moderate to major negative outcomes were predicted against the Environment, Biodiversity & GI, Landscape & Townscape, Waste, Energy and Climate Change and Transport objectives. A moderate negative impact was predicted for the Health objective and a more minor negative impact also identified for the Natural Resources & Flooding objective. Mitigation measures for possible negative impact have been identified.	No	No	The site performs poorly in the Sustainability Appraisal and allocation is not considered appropriate - it would adversely impact on the integrity of an important and publicly accessible Country Park, which is part of the open space network, and also adversely impact on habitat and biodiversity. The site has poor access.

A13	DS88 New Aspley Gardens (Option 1) for Residential, Foodstore and Community Use	A very major positive outcome for the Housing objective was identified, along with moderate and minor positive impacts for the Employment and Crime objectives, respectively. Moderate to major negative impacts were predicted against the Environment, Biodiversity & GI, Waste, and Energy and Climate Change and Transport objectives. Moderate negative outcomes were also predicted for the Health, and Natural Resources & Flooding objectives, with a further minor negative outcome for the Social objective. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	Site scores poorly on many of the SA objectives. Site is part of the Open Space Network, would result in loss of allotments and in adverse impacts on biodiversity and health. Some allotments are in active use or have been converted to rear gardens. Site not considered appropriate for allocation.
A14	DS89 New Aspley Gardens (Option 2) for Residential, Foodstore and Community Use	A very major positive outcome was predicted for the Housing objective with further moderate positive impacts predicted for the Crime and Employment objectives. Major negative outcomes were identified for the Environment, Biodiversity & GI, Waste, and Transport objectives, with a moderate to major negative effect anticipated against the Health, and Energy & Climate Change objectives. The Social and Natural Resources & Flooding objectives were considered likely to receive a moderate negative impact. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	This larger site (compared to DS88). Site scores poorly on many of the SA objectives. Site is part of the Open Space Network, would result in loss of allotments and in adverse impacts on biodiversity and health. Some allotments are in active use or have been converted to rear gardens. Site not considered appropriate for allocation.
A15	DS96 Extension to Jubilee Campus for education, research and Innovation Park	The proposed uses were considered likely to result in major positive impacts for the Landscape & Townscape, Innovation and Economic Structure objectives, with moderate positive impacts for the Transport and Employment objectives. More minor positive outcomes were identified for the Heritage, Social and Natural Resources & Flooding objectives. A minor negative impact was identified for the Waste objective. Mitigation measures have been identified for the negative impacts which may result from the proposed development.	No	No	Campus area of University of Nottingham. Majority of area is built out for education/training/supporting facilities. University functions identified as important aspect of supporting Nottingham's growth and economic restructuring. Considered that campus area is better taken forward under a designation of land 'Safeguarding Land for Further and Higher Education Facilities' under Policy LS2 rather than an allocation.
A16	DS98 Electric Avenue – Option 2 for Residential, B1, Retail showroom, Foodstore, Retail Warehouse, Leisure /GymB2, D1, Hotel/Restaurant/Bar	A major positive outcome was predicted for the Housing objective, with moderate positive outcomes identified for the Health and Employment objectives, as well as more minor positive effects for the Crime and Social objectives. The Waste, Energy and Climate Change, and Transport objectives were considered likely to receive moderate negative impacts, with further minor negative outcomes anticipated for the Environment, Biodiversity & GI, and Natural Resources & Flooding objectives. Mitigation measures for the possible negative impact have been identified.	No	No	Employment use is considered to be the appropriate use for this site given its location and adjacent use. The site is allocated for employment under PA53.
A17	DS99 NG2 South for B1 Office, Research & Development, Light industrial, Retail, Health and Fitness Club, Hotel/Leisure, Institutional use.	Moderate positive impacts were identified for the Landscape & Townscape and Employment objectives, with further minor positive outcomes forecast for the Health, Crime, Social, Innovation and Economic Structure objectives. Moderate negative outcomes were identified for the Natural Resources & Flooding, Waste and Energy and Climate Change objectives, with a minor negative impact also predicted against the Transport objective. Mitigation measures for	No	No	An alternative use was put forward in the Issues and Options consultation (DS60) for employment. The site is part of a high profile prestige business park and is an 'out of centre' location. Retail uses and leisure uses are not considered acceptable in the location. Given the context of the existing business park, site has been allocated for employment use under PA50.

		possible negative impact have been identified.			
A18	DS103 Charnwood Centre for residential	A major positive outcome was identified for the Housing objective. A moderately negative outcome was predicted against the Landscape & Townscape objective, with further minor negative outcomes also predicted against the Health, Social, Waste, Energy and Climate Change, Transport, Employment, and Innovation objectives. Mitigation measures for possible negative impact have been identified.	No	No	Site is at risk of flooding, within the Green Belt. Transmission lines run along the front of the site. Site could make a significant contribution to the housing objective but key SA negatives were identified in relation to Landscape and Townscape. The site is currently in active educational use (planning application submitted May 2015 for new sports hall). The location performs well in Green Belt terms and it is considered that there are no exceptional circumstances to justify allocation. Unlike site PA59 which closely hugs the edge of the urban area, this site has a comparatively open aspect where development is likely be more intrusive and have greater impact on the Green Belt and Landscape Character. The site is also constrained by transmission lines at the front of the site and a sewer to the rear. The transmission lines, unless relocated, would prevent development from directly abutting the existing urban area.
A19	DS109 Flower Market for residential, office, research and development, light industrial (B1), general industrial (B2), warehousing (B8), retail, sports and leisure and hotel.	Moderate positive outcomes were predicted for the Housing and Landscape & Townscape objectives, alongside more minor positive outcomes for the Health, Social, Employment and Innovation objectives. Minor negative impacts were predicted against the Waste and Energy and Climate Change objectives. Mitigation measures have been identified for the possible negative impact.	No	No	These are relatively modern warehouse units which are currently in active use as a wholesale market and other warehouse uses. The units are well let and surrounded by industrial/employment uses including the Energy from Waste Facility and retail park. Current use is considered appropriate.
A20	Barton in Fabis Mineral Site for sand and gravel extraction	Moderate positive outcomes were predicted for the Natural Resources & Flooding and Employment objectives. A moderate to major negative impact was identified against the Landscape & Townscape objective, with further moderate negative effects also predicted for the Heritage, Environment, Biodiversity & GI, and Transport objectives. Minor negative outcomes were predicted for the Health, Waste and Energy & Climate Change objectives. Mitigation measures for possible negative impact have been identified.	No	No	The site has the potential for mineral extraction and a screening opinion was submitted in 2015. However the area of the site within the city is a small part of a much larger site within Rushcliffe, Nottinghamshire. The Nottinghamshire Minerals Local Plan Submission Draft is due out later in 2015. Until the County's position is clear it is premature to consider whether or not to take this site forward into the LAPP.
Sites not taken forward and not subject to further Publication Version SA					
B1	DS1 Belgrave Road \ Linnington Road for Employment	Site not subject to further Publication Version SA	No	N/A	The eastern plot of land is in active use and the western plot in isolation falls below the 0.5ha threshold for LAPP sites. Therefore it is not proposed to be an allocation (i.e. it is below the 0.5ha threshold).
B2	DS39 Springfield for Residential	Site not subject to further Publication Version SA	No	N/A	Site under construction – no appraisal required.
B3	DS43 Eastside Pennyfoot Street for Mixed Use	Site not subject to further Publication Version SA	No	N/A	Site not being taken forward as an allocation as the majority of the site has been developed and the remainder of the site is too small for allocation (i.e. it is below the 0.5ha threshold).
B4	DS58 - Canal Street North for Mixed Use	Site not subject to further Publication Version SA	No	N/A	The site has been partially redeveloped at its centre and as such does not provide an appropriate site for allocation. Although there may be further opportunity to develop to either side of the site these sites are not likely to be large enough to allocate in the local plan (i.e. it is below the 0.5ha threshold).
B5	DS77 Bull Close Road for Employment	Site not subject to further Publication Version SA	No	N/A	Site is currently hardstanding/parking for haulage trailers and is in active use. There are employment uses surrounding the site and this would be the appropriate use therefore unnecessary to allocate the site.
B6	DS81 Farnborough School for	Site not subject to further Publication Version SA	No	N/A	Site was put forward for education use in the Issues and Options

	Education				consultation. The site had planning permission 11/04172 for school reconfiguration which has been completed therefore unnecessary to allocate.
B7	DS102 Former Dunkirk Fire Station	Site not subject to further Publication Version SA	No	N/A	The site has been developed out as Nottingham University Academy of Science and Technology and so is no longer required to be allocated.
B8	DS110 Windmill Lane (Former Red Cow Public House)	Site not subject to further Publication Version SA	No	N/A	Site is below the 0.5ha threshold for allocation.

Appendices

Appendix 1: All Sites and References During Plan Making

Site Refs throughout Plan Preparation			Site Name	Address
I&O	PO	PA	Sites included at Issues and Options Stage	
DS1	-	-	Belgrave Road / Linnington Road	Seller's Wood Drive
DS2	LA6	PA1	Bestwood Day Centre	Bestwood Road
DS3	-	-	Bestwood Sidings	Hucknall Lane
DS4	LA07	PA2	Blenheim Lane Site	Blenheim Lane
DS5	LA38	PA12	Henry Mellish Main School Site	Kersall Drive
DS6	LA46	PA4	Linby Street/Filey Street	Main Street
DS7	LA63	PA11	Stanton Tip	Hempshill Vale
DS8	LA45	PA7	Hucknall Road/Southglade Road (Southglade Food Park)	Gala Way
DS9	-	-	Bar Lane Industrial Park	Bar Lane
DS10	LA03	PA23	Basford Gasworks	Radford Road
DS11	-	-	Basford Gateway	Southwark Street
DS12	-	-	Church View Industrial Estate	Church Street
DS13	LA64	PA18	Johnsons Dyeworks	Vernon Road
DS14	LA76	PA22	Western Boulevard	Western Boulevard
DS15	-	-	Western Section of Former Dunn Line Coach Station	Bulwell Lane
DS16	LA01	PA14	Chronos Richardson	Arnside Road
DS17	LA36	PA3	Former Eastglade Primary and Nursery School	Birkdale Way
DS18	LA40	PA8	Former Padstow School	Eastglade Road
DS19	LA41	PA6	Former Padstow School Detached Playing Field (Beckhampton Road)	Beckhampton Road
DS20	LA42	PA5	Former Padstow School Detached Playing Field (Ridgeway)	Ridgeway
DS21	LA43	PA9	Haywood Detached Playing Field	Edwards Lane
DS22	LA24	PA25	Chingford Road Playing Field	Wigman Road
DS23	LA49	PA24	Melbury School Playing Field	College Way
DS24	LA52	PA16	Nottingham Business Park North	Land Off Woodhouse Way
DS25	-	-	Nottingham Business Park South - Developer Option	Land Off Woodhouse Way
DS26	LA53	PA17	Nottingham Business Park South - Existing Allocation	Land Off Woodhouse Way
DS27	LA28	PA26	The Denewood Centre	Denewood Crescent
DS28	LA08	PA30	Bobbers Mill Industrial Estate	Bobbers Mill Bridge
DS29	LA23	PA33	Chalfont Drive	Robin's Wood Road

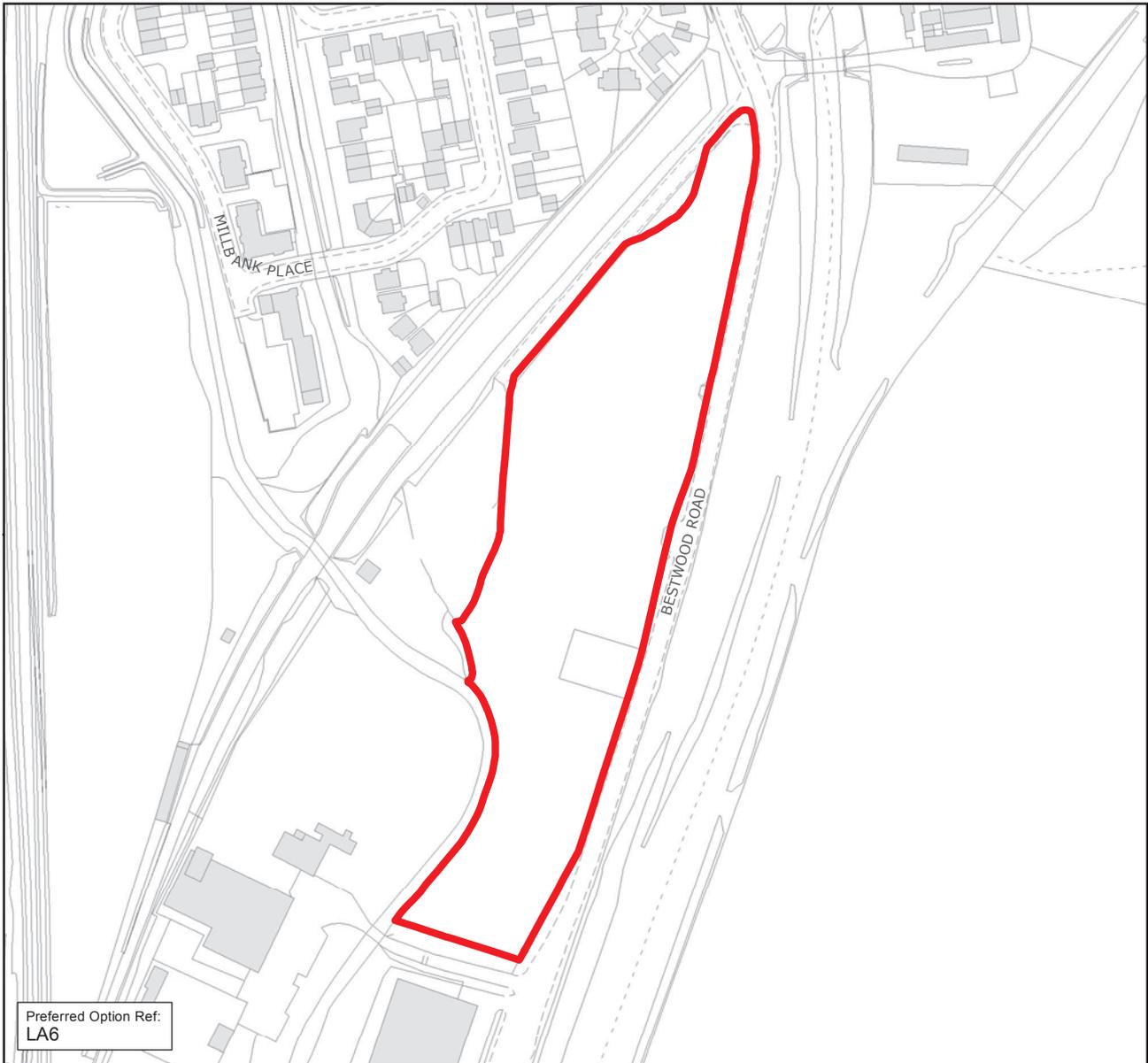
Site Refs throughout Plan Preparation			Site Name	Address
I&O	PO	PA	Sites included at Issues and Options Stage	
DS30	LA05	PA32	South of Former Co-op Dairy	Beechdale Road
DS31	LA02	PA31	Speedo Site	Ascot Road
DS32	-	-	Ellis and Everard, Hadyn Road	Hadyn Road
DS33	LA47	PA19	Lortas Road	Perry Road
DS34	LA33	PA41	Forest Mill	Denman Street
DS35	LA22	PA66	People's College	Maid Marian Way
DS36	LA55	PA42	Radford Mill	Garden Street/Ilkeston Road
DS37	LA60	PA44	Sandfield Centre	Derby Road
DS38	LA44	PA28	Hine Hall	Ransom Road
DS39	-	-	Springfield, Alexandra Park	Woodborough Road
DS40	LA37	PA13	Former Haywood School Site	Edwards Lane
DS41	LA62	PA21	Sherwood Library	Mansfield Road
DS42	LA26	PA65	Eastside - Bus Depots	Lower Parliament Street
DS43	-	-	Eastside - Pennyfoot Street	Manvers Street
DS44	-	-	Waterside - British Waterways Owned Part of Freeth Street Site	Lady Bay Bridge
DS45	LA67	PA84	Waterside - Eastpoint	Daleside Road
DS46	LA69	PA82	Waterside - Freeth Street	Meadow Lane
DS47	LA75	PA85	Waterside - Park Yacht Club	Trent Lane
DS48	LA68	PA83	Waterside - Trent Lane Basin	Daleside Road
DS49	LA21	PA38	Castle College	Carlton Road
DS50	LA27	PA64	Eastside - Sneinton Market	Southwell Road
DS51	LA34	PA39	Former Albany Works and Former Co-op Site	Carlton Road
DS52	LA57	PA37	Robin Hood Chase	St Ann's Well Road
DS53	LA65	PA60	Victoria Centre Expansion	Huntingdon Street
DS54	LA79	PA36	Radford Bridge Allotments (Option 1)	Torvill Drive
DS55	-	-	Radford Bridge Allotments (Option 2)	Russell Drive
DS56	LA78	PA35	Woodyard Lane	Lambourne Drive
DS57	LA11	PA67	Broadmarsh Shopping Centre	Collin Street
DS58	-	-	Canal Street North	East of Broadmarsh Site
DS59	LA15	PA68	Eastside - Island Site	Manvers Street
DS60	LA50	PA50	NG2 South	Queens Drive

Site Refs throughout Plan Preparation			Site Name	Address
I&O	PO	PA	Sites included at Issues and Options Stage	
DS61	LA51	PA49	NG2 West	Enterprise Way
DS62	LA56	PA51	Riverside Way	Robin Hood Way
DS63	LA13	PA74	Southside - Arkwright Street East	Arkwright Street
DS64	LA16	PA70	Southside - Midland Railway Station/The Hub	Carrington Street
DS65	LA17	PA73	Southside - Sheriffs Way/Arkwright Street	Meadows Way
DS66	-	-	Southside - Site of Former Hicking Pentecost & Company	Crocus Street
DS67	LA14	PA75	Southside - Southpoint	Crocus Street
DS68	LA18	PA71	Southside - Sovereign House	Sheriffs Way
DS69	LA20	PA72	Southside - Waterway Street	Traffic Street
DS70	-	-	Waterside - British Waterways Owned Part of Meadow Lane Site	Meadow Lane
DS71	LA71	PA77	Waterside - Eastcroft Depot	London Road
DS72	LA72	PA76	Waterside - Former Hartwells	London Road
DS73	LA70	PA79	Waterside - Iremonger Road	London Road
DS74	LA74	PA81	Waterside - Meadow Lane	Meadow Lane
DS75	LA73	PA78	Waterside - South of Eastcroft Depot	London Road
DS76	LA10	PA54	Boots	Thane Road
DS77	-	-	Bull Close Road	Bull Close Road
DS78	LA48	PA47	Medi Park	Leen Gate
DS79	LA54	PA52	Nottingham Science & Technology Park Phase Two	George Green way
DS80	LA29	PA46	Western Club	Leengate
DS81	-	-	Farnborough School	Farnborough Road
DS82	LA25	PA57	Clifton West	Hawksley Gardens
DS83	LA31	PA59	Fairham Comprehensive School	Summerwood Lane
DS84	LA32	PA58	Fairham House	Green Lane
Additional Sites Identified During Issues and Options Stage				
DS85	LA39	PA10	Former Henry Mellish School playing field - "Piccadilly"	Piccadilly
DS86	LA12	PA15	Former Coach Depot (Alternative Boundary)	Land off Bulwell Lane
DS87	-	-	Broxtowe Country Park	Broxtowe Country Park
DS88	-	-	New Aspley Gardens (Option 1) - to include the western part of the site only.	Western Boulevard
DS89	-	-	New Aspley Gardens (Option 2) - to include both parts of the site, east and west.	Western Boulevard

Site Refs throughout Plan Preparation			Site Name	Address
I&O	PO	PA	Sites included at Issues and Options Stage	
DS90	LA4	PA34	Beechdale Baths and Ambulance Service HQ	
DS91	LA77	PA27	Former PZ Cussons Factory	Wilkinson Street
DS92	LA9	PA29	Land Adjacent to Bobbers Mill Industrial Estate	Bobbers Mill Bridge
DS93	LA61	PA20	Severn Trent Water Depot	Hucknall Road/Hadyn Road
DS94	LA59	PA43	Salisbury Street	
DS95	LA58	PA61	Guildhall	Burton Street
DS96	-	-	Expansion to Jubilee Campus	Wollaton Road
DS97	LA30	PA53	Electric Avenue - Option 1	
DS98	-	-	Electric Avenue - Option 2	Electric Avenue
DS99	-	-	NG2 South (Alternative Uses)	Experian Way
DS100	LA19	PA69	Station Street/Carrington Street	Station Street/Carrington Street
DS101	LA66	PA80	Waterside - Cattle Market	
DS102	-	-	Former Dunkirk Fire Station	Farnborough Road
Additional Sites Subject to Consultation During Preferred Option Stage				
DS103	-	-	Charnwood Centre	Clifton Lane
DS104	-	PA56	Clifton Lane (The Spinney)	Brook Street
DS105	-	PA62	Creative Quarter - Brook Street East	Brook Street
DS106	-	PA63	Creative Quarter - Brook Street West	Daleside Road
DS107	-	PA40	Daleside Road (Colwick Service Station)	Ruddington Lane
DS108	-	PA55	Ruddington Lane (Rear 107-127)	Clarke Road
DS109	-	-	Waterside - Clarke Road (Wholesale Fruit and Flower Market)	Windmill Lane
DS110	-	-	Windmill Lane (Former Red Cow Public House)	Farnborough Road
Additional Sites Identified During the Preferred Option Stage				
-	-	PA45	Prospect Place	
-	-	PA48	Queens Drive – Land Adjacent to the Portal	

Appendix 2: Site Assessment Forms

PA1 Bestwood Road - Former Bestwood Day Centre



Site Area (ha): 1.67

Ward: Bulwell

Address: Bestwood Road

Area Committee: Area 1

Overall Summary

Previously used site capable of providing housing on areas of low flood risk with opportunities for links/improvements to habitats. Close to Bestwood Country Park (east), a waste transfer station (south-west) and residential (North). The site borders Ashfield District to the western boundary, and has Gedling Borough running to the east of Bestwood Road, both of whom may wish to comment on development proposals here. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy. Therefore it is recommended this site is retained as a proposed site allocation.



PA1 Bestwood Road - Former Bestwood Day Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	The site is mainly flat but falls away a little at the southern end. There is a fall in level outside the site on the western side.			
Known contamination: Possible	Possible contamination issues. Historic industrial uses.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	<p>EA support subject to mitigation measures. This site is located immediately adjacent to the River Leen, which is designated as a Main River. Prior written EA consent is required for any works within 8 metres from the top of bank. An 8 metres strip to be kept free of built development in order to safeguard EA access to the River Leen for essential maintenance and flood risk management work. This should be incorporated into development layouts and taken into account when making assumptions about the amount of housing that can be accommodated on this site. EA Flood Maps show that the western part of this site is located in an area of high flood risk (Zones 3 and 2). Recent improvements have been made to the River Leen model from Basford to Lenton and, whilst this does not cover Bestwood, the model has increased water levels. This may mean that the extent of the floodplain impacting on this potential site allocation is greater than that shown on Flood Maps. This issue will need careful consideration as part of a site-specific Flood Risk Assessment. As part of this site is within an area at risk of flooding, it will be necessary for Nottingham City Council to undertake the flood risk Sequential Test (see EA General Flood Risk Comments). This site does not benefit from any formal flood defences. Therefore, any development or raising of land levels within the floodplain will need to be compensated for by the lowering of an equivalent area and volume of land that is currently outside, but adjacent to, the floodplain. The River Leen and Day Brook Strategic Flood Risk Assessment (SFRA) found that the River Leen catchment has been subject to extensive urbanisation and responds rapidly to rainfall. As such, the SFRA recommends that surface water runoff generated by new development is restricted to greenfield rates and utilises Sustainable Drainage Systems (SuDS).</p>			
Access:	General vehicle access potentially achievable via Bestwood Road. Access onto Bestwood Road facilitated by signalised junction at Moorbridge/Bestwood Road. However possible traffic constraints related to congestion at Hucknall Lane/Moor Bridge junction. More detailed assessment required to identify if junction enhancements required. Nearest city centre bound bus service on Moor Bridge (Trent Barton 3 - every 10mins). Site connects with Hucknall Road commuter cycle route and NCN6.			
Wider Benefits:	Previously used cleared site. Opportunities for links to and enhancement of Moor Road, Hucknall Road and River Leen Local Wildlife Sites.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: Access to the site is currently taken from Bestwood Road. The site does not benefit from particularly strong public transport links. The Moorbridge NET tram stop is close in distance, but separated by the rail line and not reasonably accessible by foot. The site is also fairly well removed (in pedestrian link terms) from the nearest services and facilities. Some biodiversity value. Part of western edge of site located in an area of high flood risk (Zones 3 and 2). Flood risk assessment and mitigation required. An 8 metre strip to be kept free of built development in order to safeguard EA access to the River Leen for essential maintenance and flood risk management work. No constraints related to minerals, archaeology, heritage, HI or AQMA.				

PA2 Blenheim Lane



Site Area (ha): 7.05	Ward: Bulwell
Address: Blenheim Lane	Area Committee: Area 1

Overall Summary

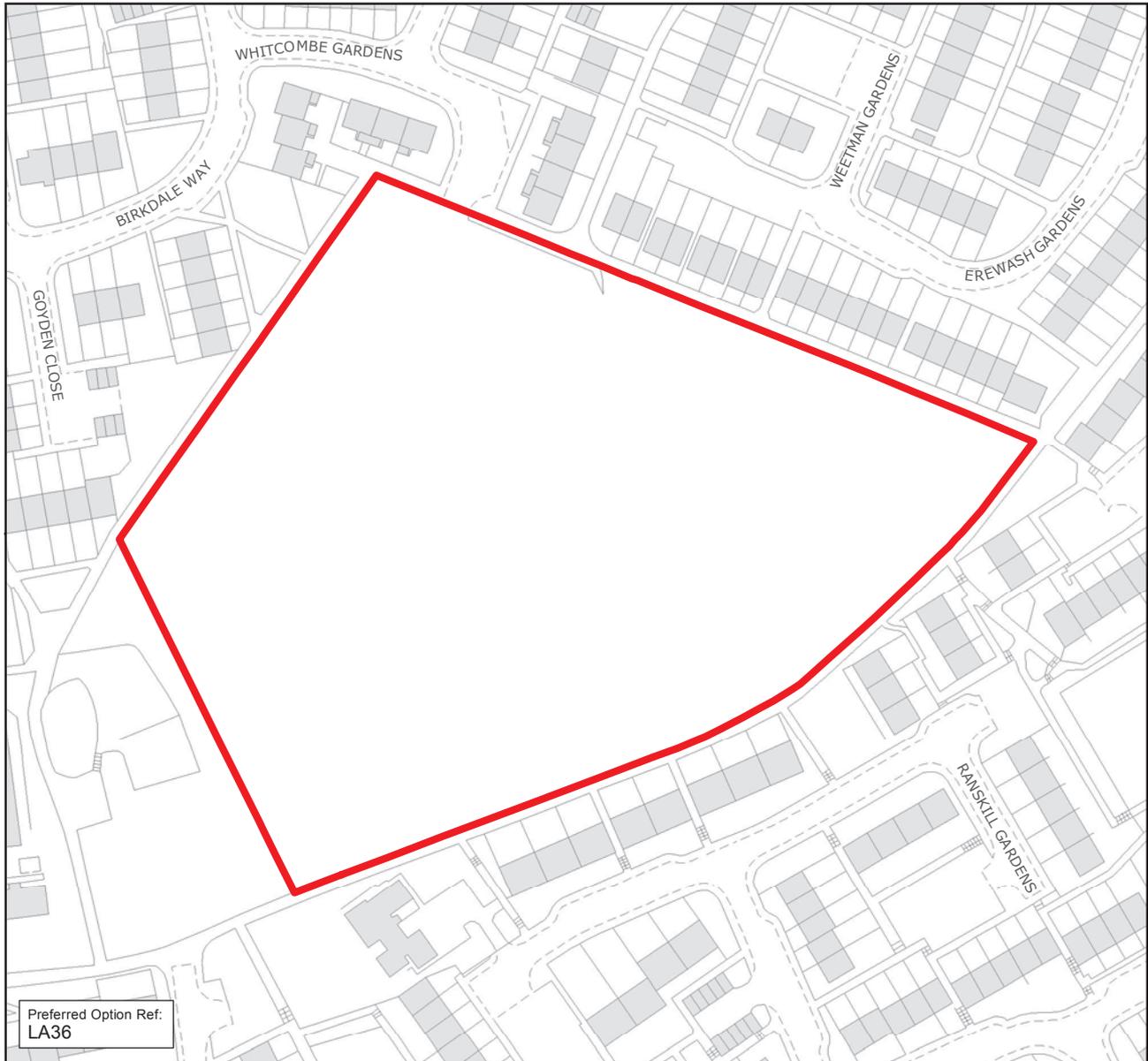
The site is an existing unimplemented employment allocation (B1, B2 or B8) in the Nottingham Local Plan (2005). The former allotment site has been identified as being a deliverable development opportunity and allotment uses relocated. Aside from the proximity to a former landfill site, and also being underlain by a principle aquifer, no significant development constraints would prohibit development. The site runs parallel to the Blenheim Lane Industrial Estate. Planning permission was granted in 2014 for the development of a 160,000 tonne per annum Energy from Waste Facility, R&D, manufacturing and offices. The proposed employment /energy production use would be compatible with nearby uses, subject to an acceptable layout/treatment, including to the boundary with the adjacent golf course to the north (within adjacent district). In view of the compatibility of the proposed uses with the site and surroundings and the contribution of employment land and energy generation that could result it is recommended that this site is retained as a proposed site allocation.



PA2 Blenheim Lane

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	N/A				
Known contamination: Possible	Possible contamination issues. Ground gas from adjacent landfill.				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	Site is not at significant risk of flooding. Site is greater than 1ha - site specific flood risk assessment required.				
Access:	Transport Assessment undertaken as part of the current planning permission. Two new vehicle accesses proposed on Firth Way (one exclusively for HGVs). No direct city centre bound buses directly serving the site. Nearest bus services located on Sellars Wood Drive.				
Wider Benefits:	Creation of employment opportunities, potential diversion of waste from landfill and local generation of heat/electricity, potential for CHP. Potential to enhance Blenheim Lane Hedgerows and Bulwell Hall Park Local Wildlife Sites located close by.				
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)		
Overview of constraints: This site is located adjacent to a former landfill site and is underlain by a Principal Aquifer. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. The site is not particularly well connected to services and facilities, though there is a cluster of shop units, including Lidl supermarket on Sellars Wood Drive. Ideally the local public transport network, which caters for the employment uses at Blenheim, could be extended to make similar provision for the site if developed. Close to Blenheim Lane Hedgerows and Bulwell Hall Park Local Wildlife Sites. Within minerals safeguarding area - requires consideration prior to development but not considered barrier to development. No identified constraints relating to flooding, archaeology, heritage assets or HI.					

PA3 Eastglade, Top Valley - Former Eastglade School Site



Site Area (ha): 2.43	Ward: Bestwood
Address: Birkdale Way	Area Committee: Area 2

Overall Summary

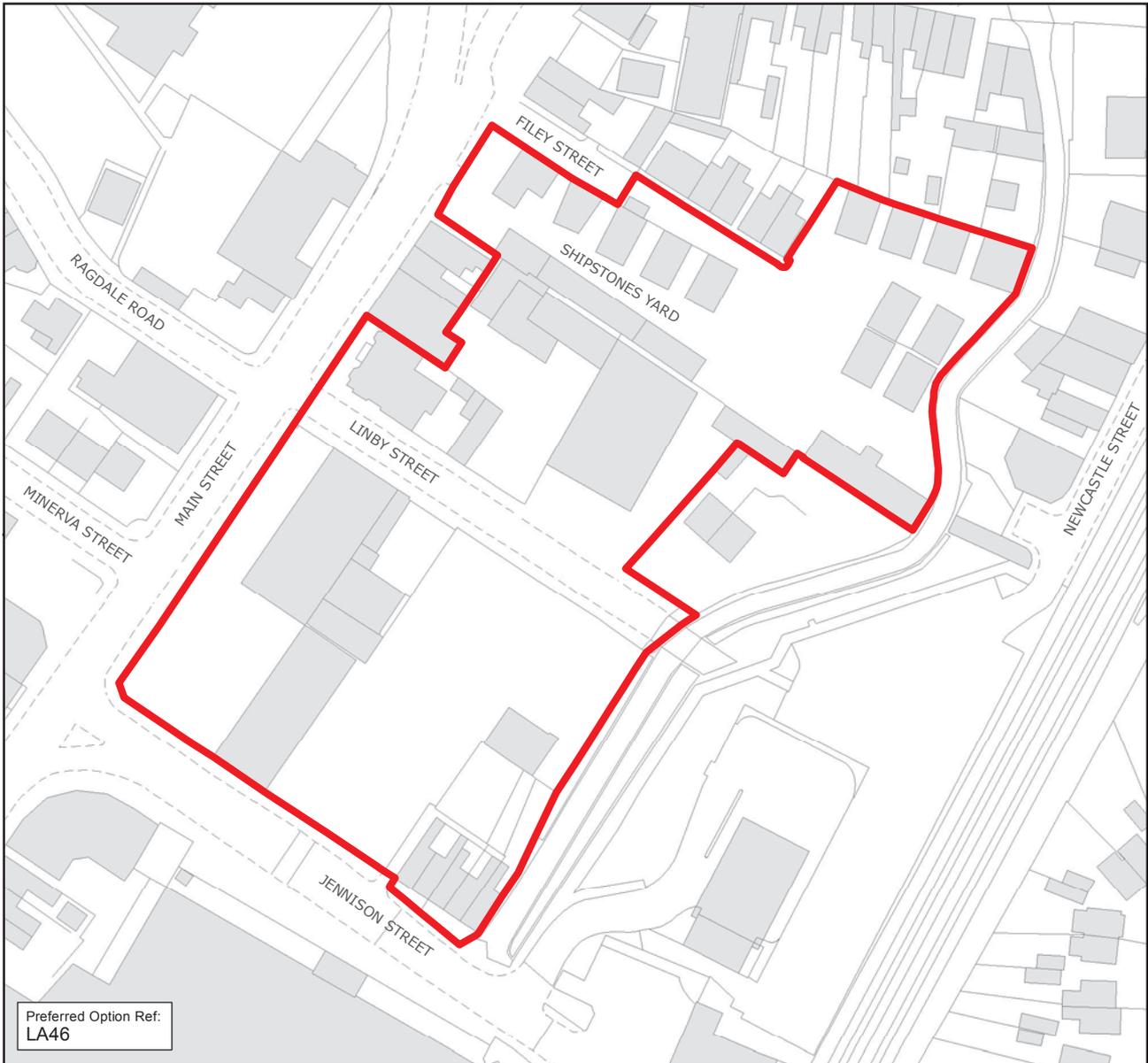
A former school site now cleared. Part of the site is designated as open space in the Nottingham Local Plan (2005) but not publicly accessible. Site is surrounded by residential development. Site capable of providing housing and publicly accessible open space within an area of low flood risk. Reprovision of community sports hub proposed at Former Padstow School Detached Playing Field. Uses compatible with surrounding area. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy. It is recommended that this site is retained as a proposed site allocation in combination with allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub.



PA3 Eastglade, Top Valley - Former Eastglade School Site

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Steep	There is a plateau at the northern end of the site, however the remainder is quite steep.				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support allocation. Site greater than 1ha - site specific flood risk assessment required.				
Access:	Site surrounded by residential properties and is not close to a main road. Access point is via existing residential estate (Birkdale Way). Likely to be sufficient capacity within local network. No buses directly serving the site. Nearest city centre bound service (NCT88 - every 15mins) is on the Ridgeway.				
Wider Benefits:	Part of site is previously used brownfield land. There is no current access to open space on site and therefore development will provide opportunities for new publicly accessible open space. Opportunities to enhance LNRs.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Careful consideration to access arrangements required, as the site is surrounded by existing residential development. Part of the site is quite steep and will require careful layout. The site is underlain by a Principal Aquifer. A proportion of the site has been identified as being part of the open space network. Development of site for residential is linked with both retaining a proportion of on site open space and proposals for a community sports hub at the Former Padstow School Detached Playing Fields. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. There is coal mining legacy within the site. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA4 Linby Street/Filey Street



Site Area (ha): 1.27

Ward: Bulwell

Address: Main Street

Area Committee: Area 1

Overall Summary

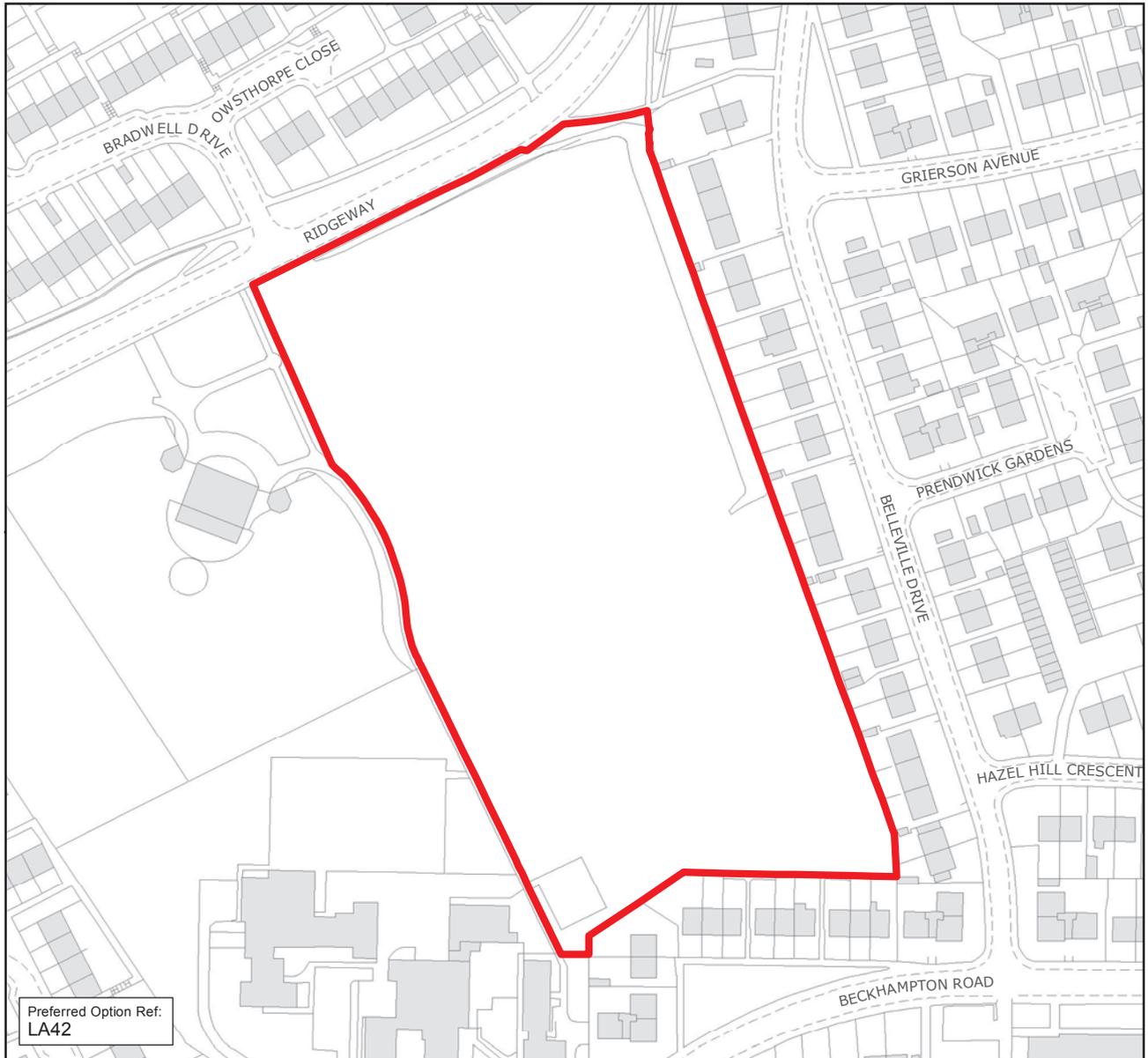
The site is located to the north east and outside of the Bulwell Town Centre, as defined in the Nottingham Local Plan (2005). A mix of vacant and active units including residential and employment close by. The site is well placed for public transport bus tram and rail connections all nearby. Excellent access to services and facilities at the nearby Bulwell Town Centre. Comprehensive redevelopment could result in significant environmental as well as economic benefits and result in proposals which address significant flood risk issues. Potential for residential but dependant on nature of flood risk mitigation therefore in agreement with EA residential units not counted against overall housing provision. Employment, residential and retail uses would, subject to layout and design, be compatible with neighbouring uses. In view of the significant regeneration opportunities and compatibility of the proposed uses with the surrounding area it is recommended that this site is retained as a proposed allocation for delivery later in the plan period (due to need for acquisition and flood risk scheme).



PA4 Linby Street/Filey Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Initial objection from EA due to flood risk issues but agreed that development provides means to potentially address flood issues. Site located immediately adjacent to River Leen - a Main River. Prior written EA consent required for works within 8m from the top of bank. EA may require 8m easement - should be incorporated into layouts/density assumptions. Large area at high flood risk (Zone 3), flooding commences at c. 1 in 50 year event. Recently improved part of River Leen model from Basford to Lenton does not cover Bulwell, but shows increased water levels - may mean extent of floodplain is greater than shown on Flood Maps. FRA should address this. Sequential Test needed. No formal flood defences, so development/raising of levels within the floodplain will need to be compensated for by lowering of an equivalent area and volume of land outside, but adjacent to, the floodplain. Will be challenging within the site boundary. River Leen and Day Brook SFRA found that River Leen catchment has been subject to extensive urbanisation, responds rapidly to rainfall. SFRA recommends surface water runoff from new development is restricted to greenfield rates and utilises SuDS. Underlain by a Secondary Aquifer, potential for pollution to the groundwater resource, requires consideration and environmental assessment.			
Access:	Vehicle access potentially achievable off Main Street - Jennison Street, Linby Street, Filey Street, etc. Traffic capacity issues unlikely. Regular city centre bound bus services on Main Street. Links to NCN6 cycle route. Close to Bulwell train station and tram stop in the town centre.			
Wider Benefits:	Potential for new development to address and help mitigate significant flooding issues on site. Regeneration of brownfield site close to town centre. Potential job creation. Opportunities to protect and enhance River Leen Local Wildlife Site. Maximises sustainable travel opportunities.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Significant potential flood issues (flood zone 3). Environment Agency may have riverbank access requirements to be considered in design. Several ownerships requiring some land assembly if single scheme to be delivered. Relocation of existing occupiers - a mixture of active and vacant units at this site. Within minerals safeguarding area but not considered a barrier to development. Possible contamination. No identified constraints relating to archaeology, heritage assets, HI or AQMA.				

PA5 Ridgeway - Former Padstow School Detached Playing Field



Site Area (ha): 2.57	Ward: Bestwood
Address: Ridgeway	Area Committee: Area 2

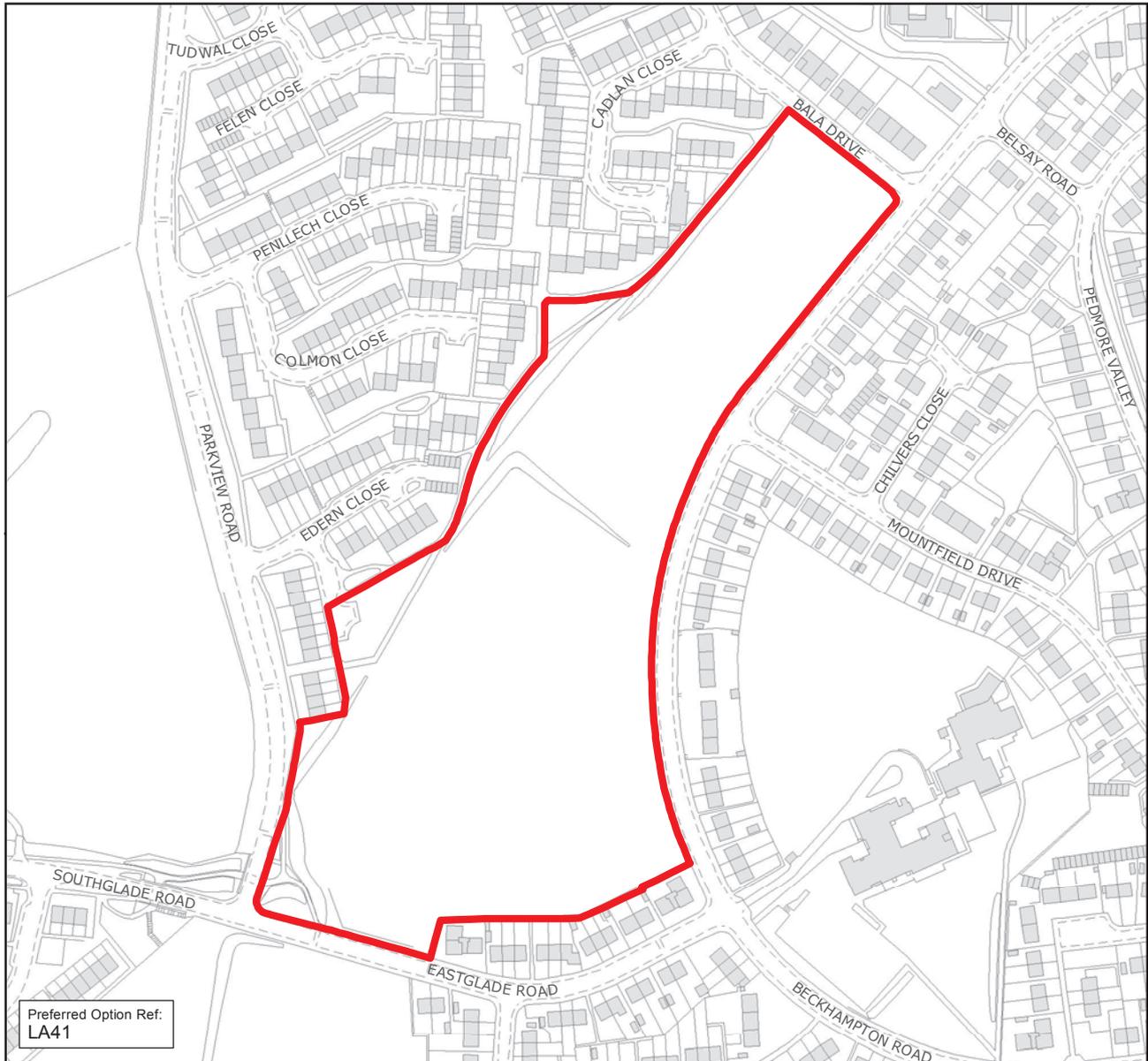
Overall Summary

Part of the site is an unimplemented housing allocation (H1.2) and part of the site is designated open space in the Nottingham Local Plan (2005). Site is currently vacant. Surrounding uses are adventure playground and residential. Site capable of providing housing and publicly accessible open space in an area of low flood risk with opportunities for links/improvements to open space on site and close by. Provision of community sports hub proposed at Former Padstow School Detached Playing Field. Uses compatible with surrounding area. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy. It is recommended that this site is retained as a proposed site allocation in combination with allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub.

PA5 Ridgeway - Former Padstow School Detached Playing Field

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. Site specific flood risk assessment required as site is greater than 1ha.				
Access:	General vehicle access potentially achievable off the Ridgeway. Likely sufficient traffic capacity within local network. NCT88 city centre bound service (every 15 mins) operates adjacent to the site.				
Wider Benefits:	Provision of housing and publicly accessible open space.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Careful consideration to access arrangements required, as the site is surrounded on three sides by existing residential development. The site is underlain by a Principal Aquifer. A proportion of the site has been identified as being part of the open space network. Development of site for residential is linked with both retaining a proportion of on site open space and proposals for a community sports hub at the Former Padstow School Detached Playing Fields. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. There is coal mining legacy within the site. Within HI consultation zone. No constraints related to flooding, archaeology, heritage or AQMA.					

PA6 Beckhampton Road - Former Padstow School Detached Playing Field



Site Area (ha): 5.12	Ward: Bestwood
Address: Beckhampton Road	Area Committee: Area 2

Overall Summary

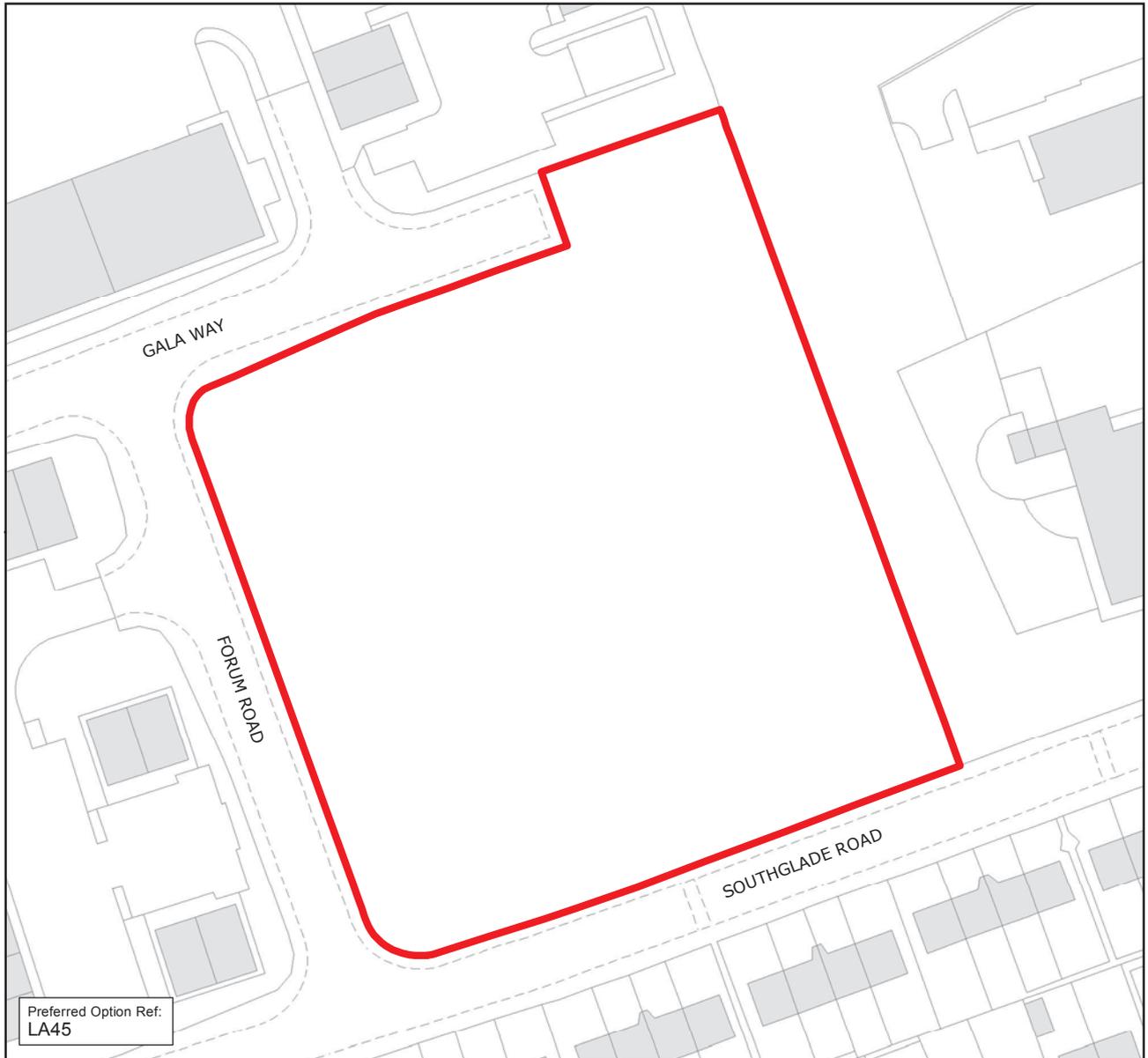
Part of the site is an unimplemented housing allocation (H1.4) and part of the site is designated open space in the Nottingham Local Plan (2005). Site is currently vacant. Surrounding uses are open space and residential. Following assessment and consultation with Sport England on this and nearby former school playing fields, the site has been identified as appropriate for a community sports hub which in turn facilitates release of other sites for residential use (with elements of on site open space). The site is in an area of low flood risk and within a residential area. It is proposed that this site be allocated for provision of open space/community sports hub. May be potential for a small element of residential development dependent on final layout of proposals.



PA6 Beckhampton Road - Former Padstow School Detached Playing Field

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	Site is flat but is at higher level than existing housing on western and northern boundaries.				
Known contamination: Possible	Possible contamination issues. ground gas detected on nearby sites				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. No flood risk constraints. Site is greater than 1ha so site specific SFRA required.				
Access:	General vehicle access potentially achievable from either Parkview Road or Eastglade Road. Likely sufficient capacity within local network. NCT 16 and 88 (every 15mins) and 89 (every 8mins) both adjacent to site, and provide city centre bound services.				
Wider Benefits:	Provision of multiuse community hub to meet local needs and increase and support health and well being of local community.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Site is underlain by a Principal Aquifer. Part of the site is within the Open Space Network in the adopted Local Plan. Part of the site is within a Coal Referral Area. Within Minerals Safeguarding Area - requires consideration prior to development but not considered barrier to development. Small part of site to south west within HI consultation zone. No identified constraints relating to flooding, archaeology or heritage assets					

PA7 Hucknall Road/Southglade Road - Southglade Food Park



Preferred Option Ref:
LA45

Site Area (ha): 0.87	Ward: Bulwell Forest
Address: Gala Way	Area Committee: Area 1

Overall Summary

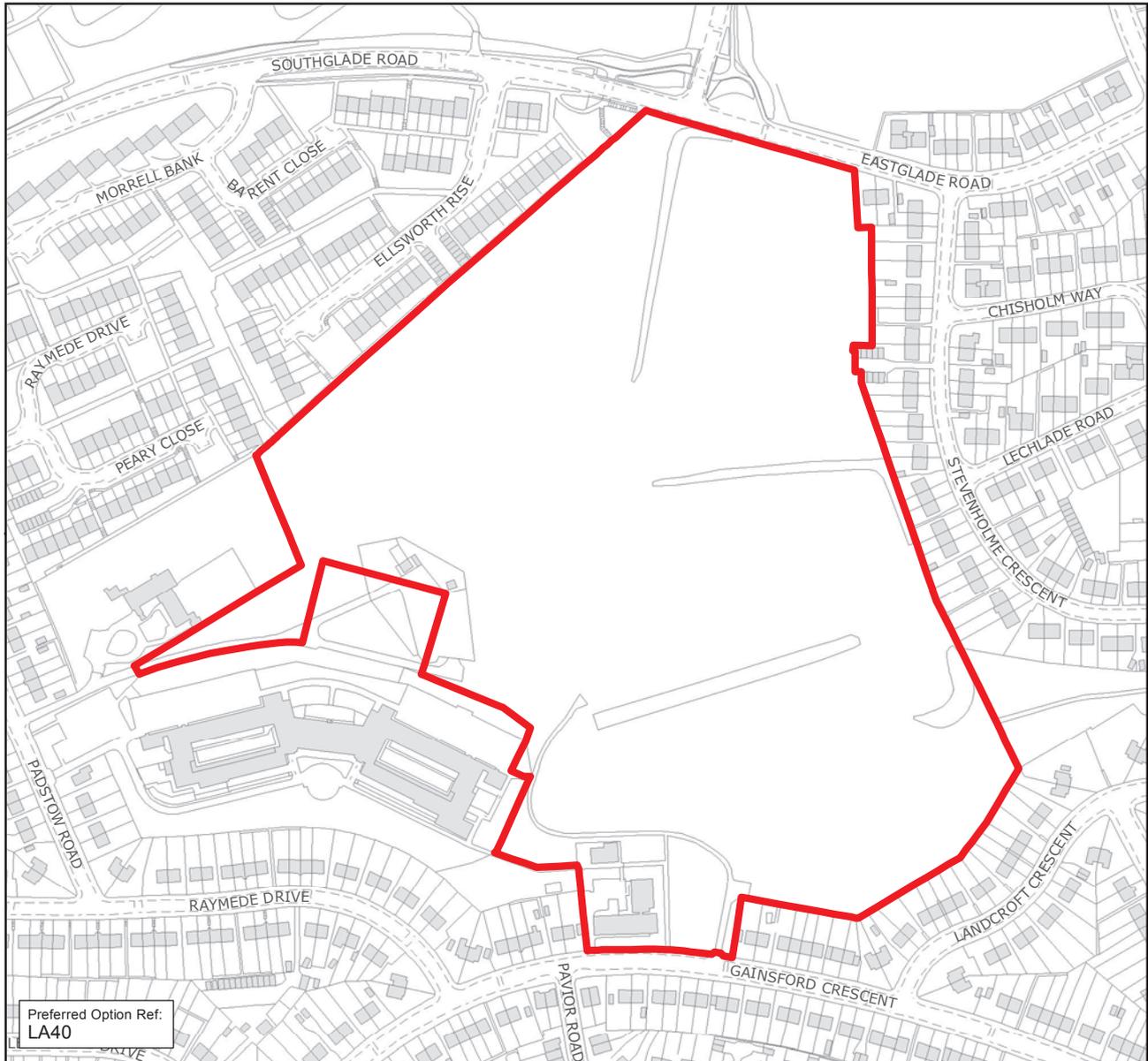
An existing allocation for employment use (B1, B2 and B8) in the Nottingham Local Plan (2005). Employment scheme currently under construction to the north west (this element has now deleted from the current allocation). The site is located within an area of low flood risk near a cluster of other employment uses and employment uses would therefore be acceptable in principle subject to sensitive treatment to the southern boundary close to residential occupiers. As the uses proposed are compatible with the site and surroundings and would provide employment land it is recommended that this site is retained as a proposed allocation.



PA7 Hucknall Road/Southglade Road - Southglade Food Park

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Yes	Known contamination issues. Known ground gas issues in this area			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA Support. The site is not at risk of flooding. Site greater than 1ha so site specific SFRA required.			
Access:	Vehicle access achievable from Gala Way and/or Southglade Road. Likely sufficient traffic capacity within local network. Regular bus services on Hucknall Road. Cycle route provision on Hucknall Road.			
Wider Benefits:	Brownfield site, potential job creation, reasonable transport links.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: This site is underlain by a Principal Aquifer. The development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Residential properties are situated in close proximity to the site boundary - protection of residential amenity required within design. Within Minerals Safeguarding Area and Consultation Zone for Hazardous Installations (pipeline) - both require consideration prior to development but not considered barriers to development. No constraints related to flooding, archaeology, heritage or AQMA				

PA8 Eastglade Road - Former Padstow School Site



Site Area (ha): 9.67	Ward: Bestwood
Address: Eastglade Road	Area Committee: Area 2

Overall Summary

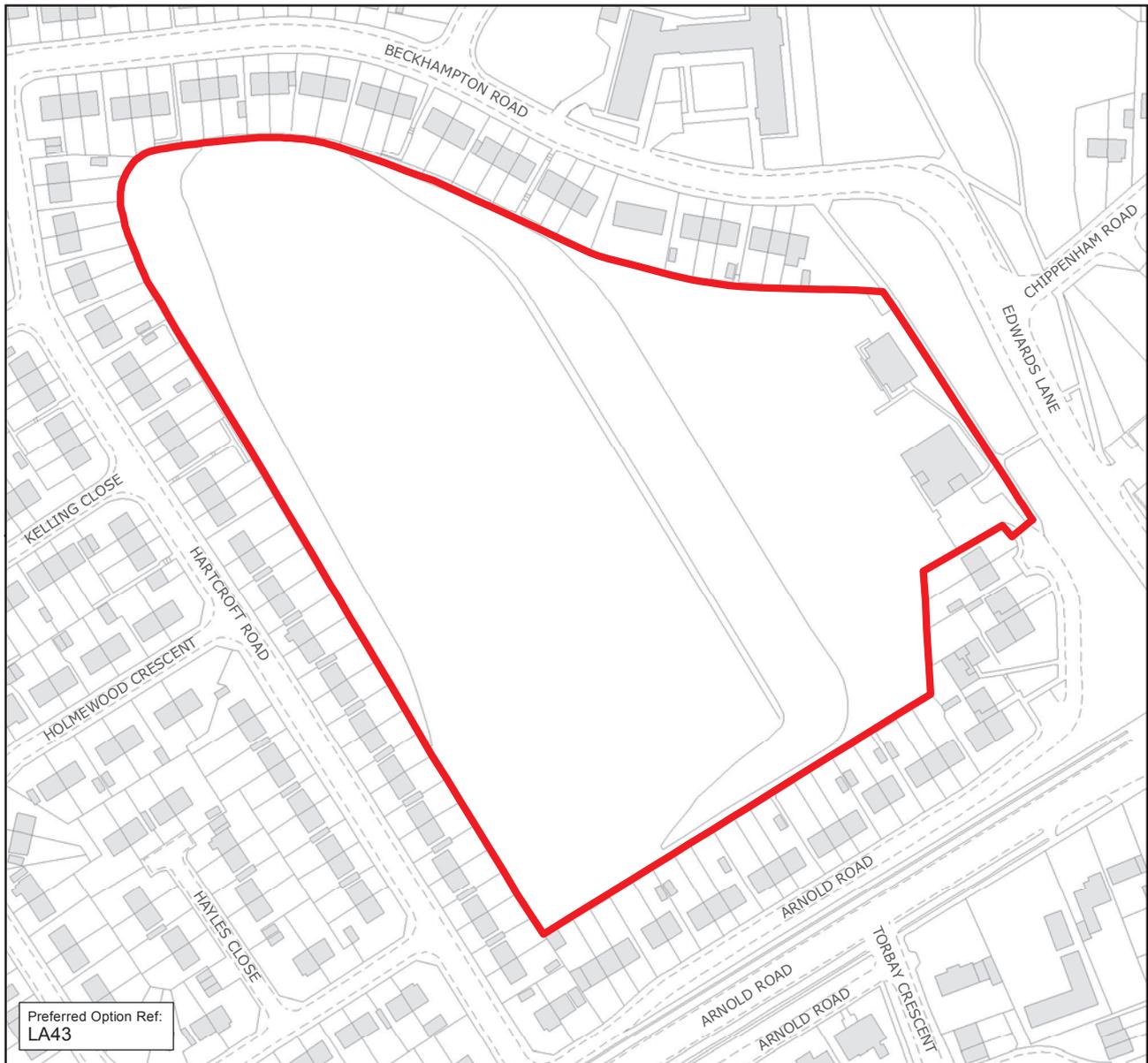
Site was put forward for residential and open space in the Issues and Options and Preferred Option consultation. Part of the site is an unimplemented housing allocation (H1.7) and part of the site is designated as open space in the Nottingham Local Plan (2005). Part of the site is in active use as a youth facility, the remainder of the site is vacant. Surrounding uses are open space, residential and education. Development of site is linked with both retaining a proportion of on site open space and proposals for a community sports hub at the Former Padstow School Detached Playing Fields. The site is considered suitable for residential development and open space provision and is located in area of low flood risk. The site could contribute towards future housing needs set out in the Aligned Core Strategy. Therefore it is recommended this site is retained as a proposed site allocation.



PA8 Eastglade Road - Former Padstow School Site

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: None	Different levels across the site but not particularly steep.				
Known contamination: No	No obvious contamination issues.				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. No flood risk constraints. Site greater than 1ha so site specific SFRA required.				
Access:	General vehicles access potentially achievable via Gainsford Crescent or Eastglade Road. Likely sufficient capacity within local network. NCT15 (every 15mins) on Gainsford Crescent and NCT88 (every 15mins) on Eastglade Road serve the site. Both city centre bound routes.				
Wider Benefits:	Significant proportion of the site to be retained and enhanced as publicly accessible open space.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Careful consideration to access arrangements required, as the site is surrounded by existing residential development. Different site levels will require consideration in terms of residential/open space layout. The site is underlain by a Principal Aquifer. A proportion of the site has been identified as being part of the open space network. Development of site for residential is linked with both retaining a proportion of on site open space and proposals for a community sports hub at the Former Padstow School Detached Playing Fields. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA9 Edwards Lane - Former Haywood School Detached Playing Field



Site Area (ha): 4.37	Ward: Bestwood
Address: Edwards Lane	Area Committee: Area 2

Overall Summary

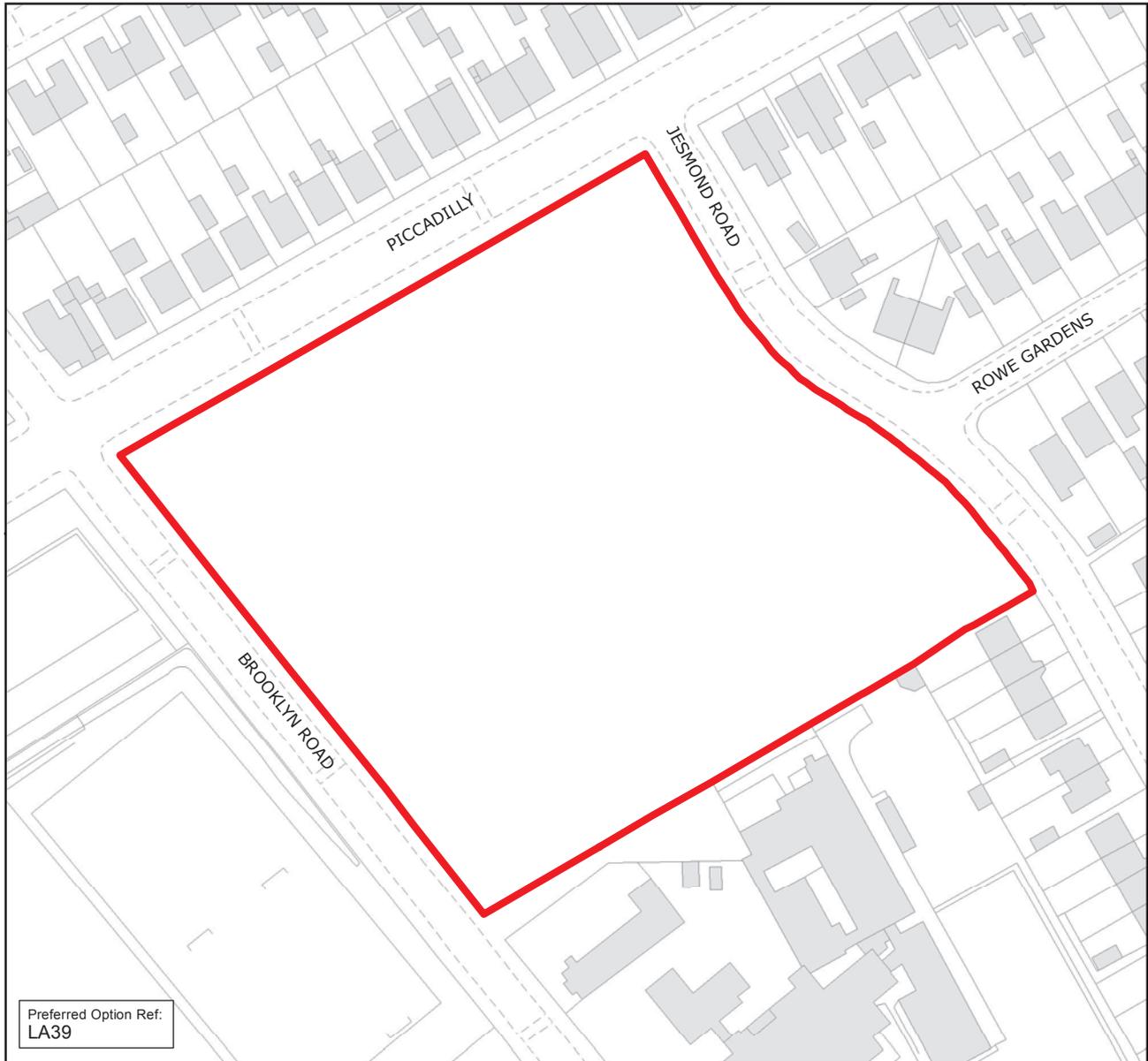
Site is designated open space in the Nottingham Local Plan (2005). Site is currently vacant. Surrounding uses are open space, community facilities and residential. Site capable of providing housing and publicly accessible open space in an area of low flood risk with opportunities for improvements to open space on site and close by. Provision of community sports hub proposed at Former Padstow School Detached Playing Field. Uses compatible with surrounding area. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy. It is recommended that this site is retained as a proposed site allocation in combination with allocation of Former Padstow School detached playing field at Beckhampton Road as a community sports hub.



PA9 Edwards Lane - Former Haywood School Detached Playing Field

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	Generally flat although majority of site is on a higher plateau.				
Known contamination: Possible	Possible contamination issues. Some Made Ground on site (levelling)				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. No environmental concerns. Site greater than 1ha so site specific SFRA required.				
Access:	Vehicle access would need to be via remainder of playing field (outside of site) offset from junction with Edwards Lane/Arnold Road. Traffic impacts upon Edwards Lane/Oxclose Lane junction may require testing. NCT 89 (every 8mins) and NCT 88 and 15 (every 15mins) are city centre bound bus services which serve the site.				
Wider Benefits:	Provision of housing and publicly accessible open space.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Careful consideration to access arrangements required, as the site is surrounded by existing residential development. The site is underlain by a Principal Aquifer. A proportion of the site has been identified as being part of the open space network. Development of site for residential is linked with both retaining a proportion of on site open space and proposals for a community sports hub at the Former Padstow School Detached Playing Fields. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA10 Piccadilly - Former Henry Mellish School Playing Field



Site Area (ha): 1.15	Ward: Bulwell Forest
Address: Piccadilly	Area Committee: Area 1

Overall Summary

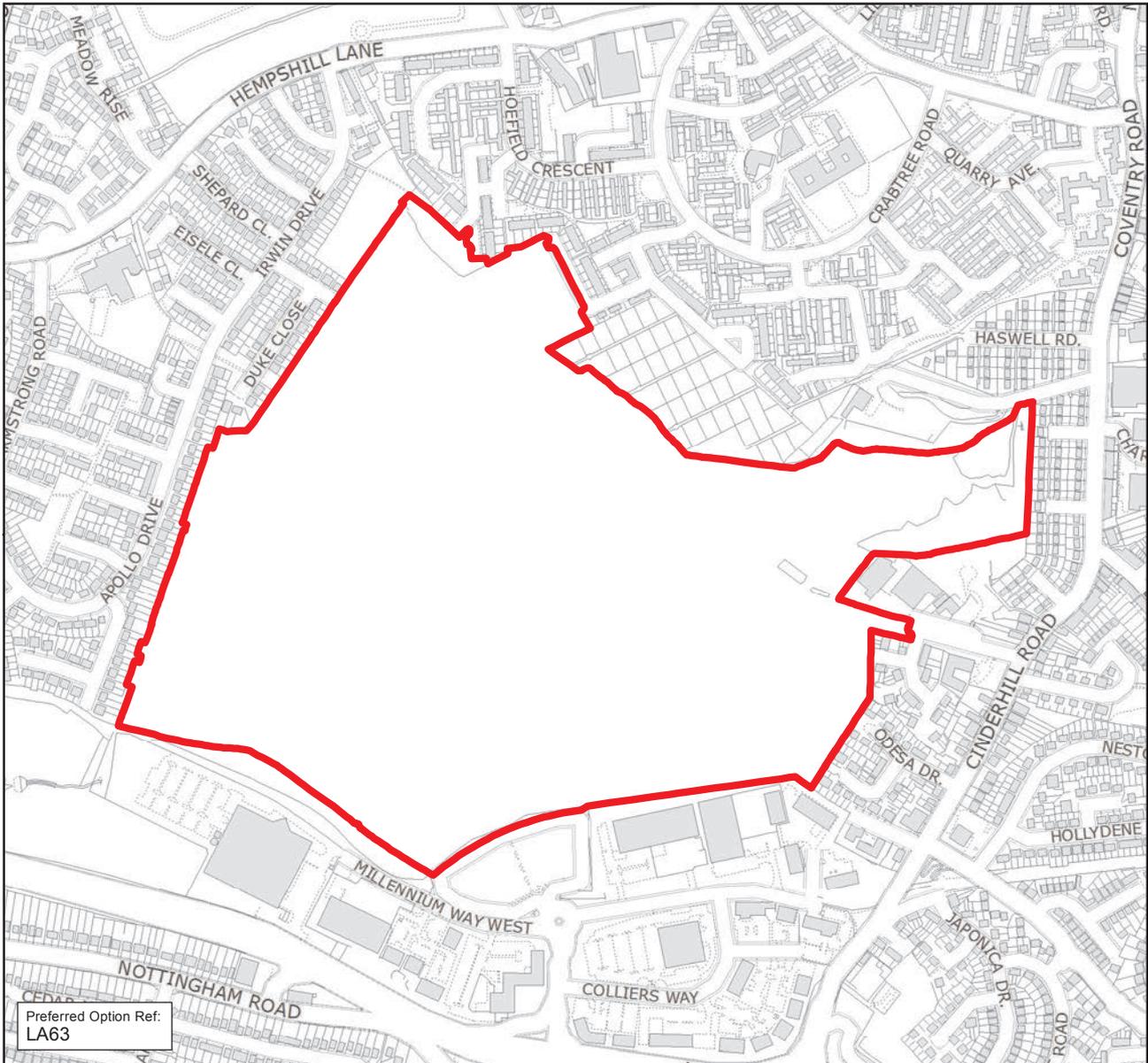
Defined as being part of the open space network within the Nottingham Local Plan (2005). Formerly part of the site was school playing pitches, with no public access. Following review through the Playing Pitch Strategy there are no objections to release of the site from Sport England. The site is well placed in regard to public transport, with services on Piccadilly and the nearby Highbury Road. Local shops are in close proximity by foot on Highbury Road, whilst a wide variety of facilities are available at Bulwell Town Centre, accessible by public transport. Site located within residential area and close to upgraded sport facilities (implemented summer 2015) at Henry Mellish. Capable of providing housing within an area of low flood risk with opportunities for links/improvements to open space on site and close by. It is considered that this site could contribute to meeting the housing needs set out in the Aligned Core Strategy and should be retained as proposed site allocation.



PA10 Piccadilly - Former Henry Mellish School Playing Field

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. Site greater than 1 ha so site specific SFRA required.				
Access:	Vehicle access potentially achievable off Piccadilly and/or Brooklyn Road. Likely sufficient traffic capacity within local network. Regular city centre bound bus services on Highbury Road and St. Albans Road. Site links to Hucknall Road Commuter Cycle Route.				
Wider Benefits:	Provision of housing close to upgraded sports facilities.				
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)		
Overview of constraints: Within a Minerals Safeguarding Area but this is not considered a barrier to development. Site specific FRA assessment required as site is over 1ha.					

PA11 Stanton Tip - Hempsill Vale



Site Area (ha): 42.6	Ward: Bulwell
Address: Hempsill Vale	Area Committee: Area 1

Overall Summary

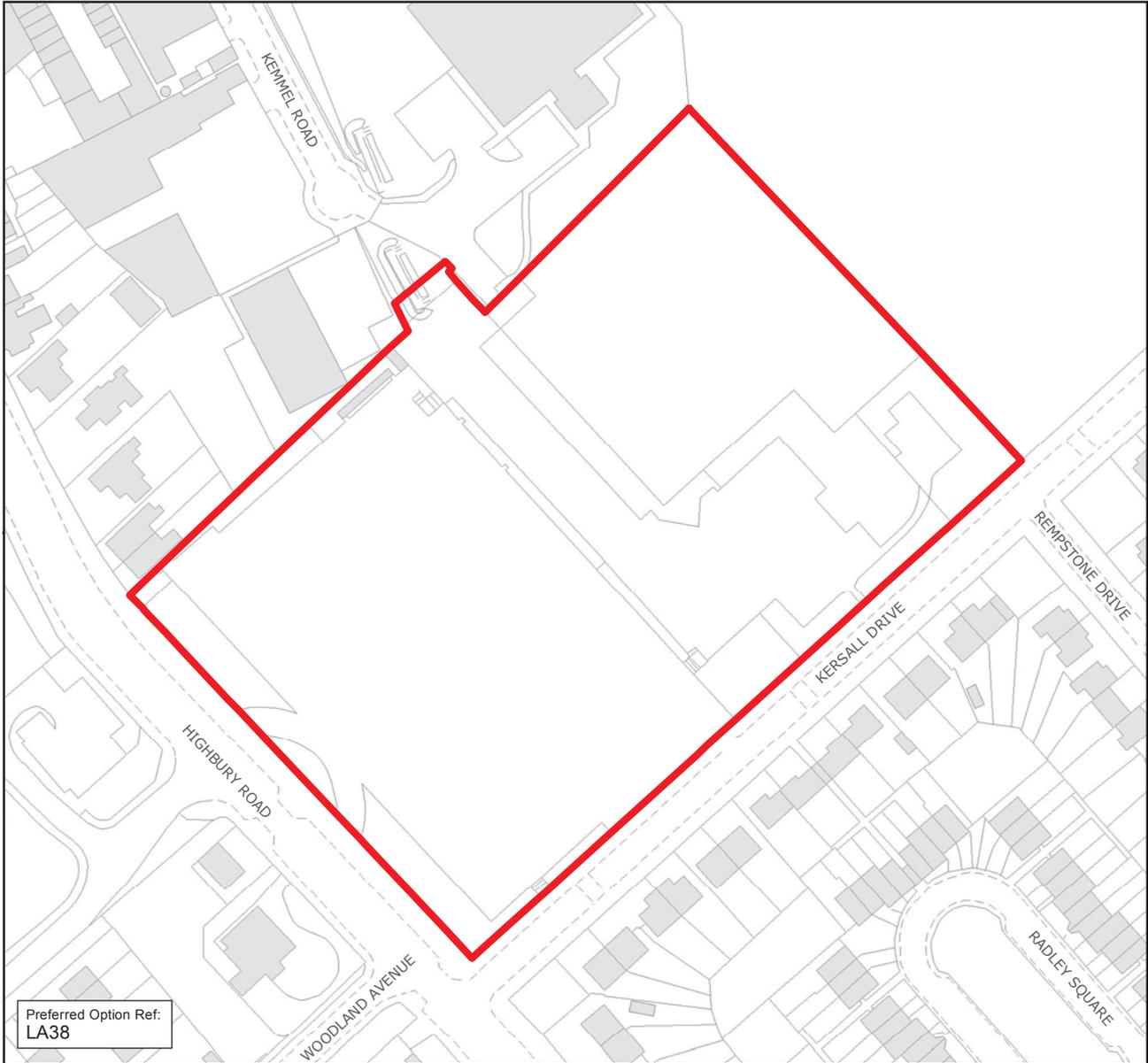
An existing allocation for a mix of uses (open space, residential, employment) in the Nottingham Local Plan (2005) and the emerging Aligned Core Strategy (Publication version). Good access to public transport (NET/Bus links,) close proximity to services and facilities at Bulwell Town Centre and nearby Crabtree Farm, though development at scale proposed in the Aligned Core Strategy may merit and require specific additional provision. The proposed uses would make a significant contribution towards meeting the housing and employment need as set out in the Aligned Core Strategy and bring forward a large accessible brownfield site. It is recommended that this site is retained as a proposed allocation.



PA11 Stanton Tip - Hempshill Vale

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Steep	Raised site, set above surrounding area.			
Known contamination: Yes	Known contamination issues, coal spoil heap, gassing.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support subject to mitigation. Outside floodzone 1 but potential for overland flooding due to site profile. A culverted watercourse runs beneath the former tip. The alignment of the culvert should be established and there should be no built development on top of the culvert. Where practicable, the opportunity should be taken to open up the watercourse, which could provide a green corridor with associated amenity and wildlife benefits. Site over 1ha so site specific SFRA required. This site is underlain by a Principal Aquifer.			
Access:	A link to Cinderhill Road would be the primary route to the site. Irwin Drive and Millennium Way West could be secondary routes, given size of site. Further assessment of traffic capacity impacts on the local network required at planning application stage considering possible large scale of the development. Regular bus services operate on Cinderhill Road. Pedestrian connections would link to Phoenix Park NET stop. Local cycle route connections to NCN6 cycle route.			
Wider Benefits:	Regeneration of major contaminated brownfield site, job opportunities, potential to enhance and improve Local Wildlife Site and provide improved pedestrian and cycle connections. Opportunities to open up culvert.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: This site is underlain by a Principal Aquifer - development on this site has the potential to cause pollution to the groundwater resource. Contamination due to former use as tip. Profile of site require careful consideration of potential or overland flooding. Culvert present over which no development should take place - but opportunities for flood management and ecological enhancement. Further gas monitoring required particularly in relation to residential uses. Contours of site require consideration in development proposals. There is coal mining legacy within the site. Within Mineral Safeguarding Area - requires consultation prior to development but not considered a barrier. Stanton Pond and Pasture Local Wildlife site within the site eastern portion of the site. Close to Springhead Woodland Local Wildlife Site. No identified constraints relating to archaeology, HI or AQMA.				

PA12 Highbury Road - Former Henry Mellish School Site



Site Area (ha): 1.97	Ward: Bulwell
Address: Highbury Road	Area Committee: Area 1

Overall Summary

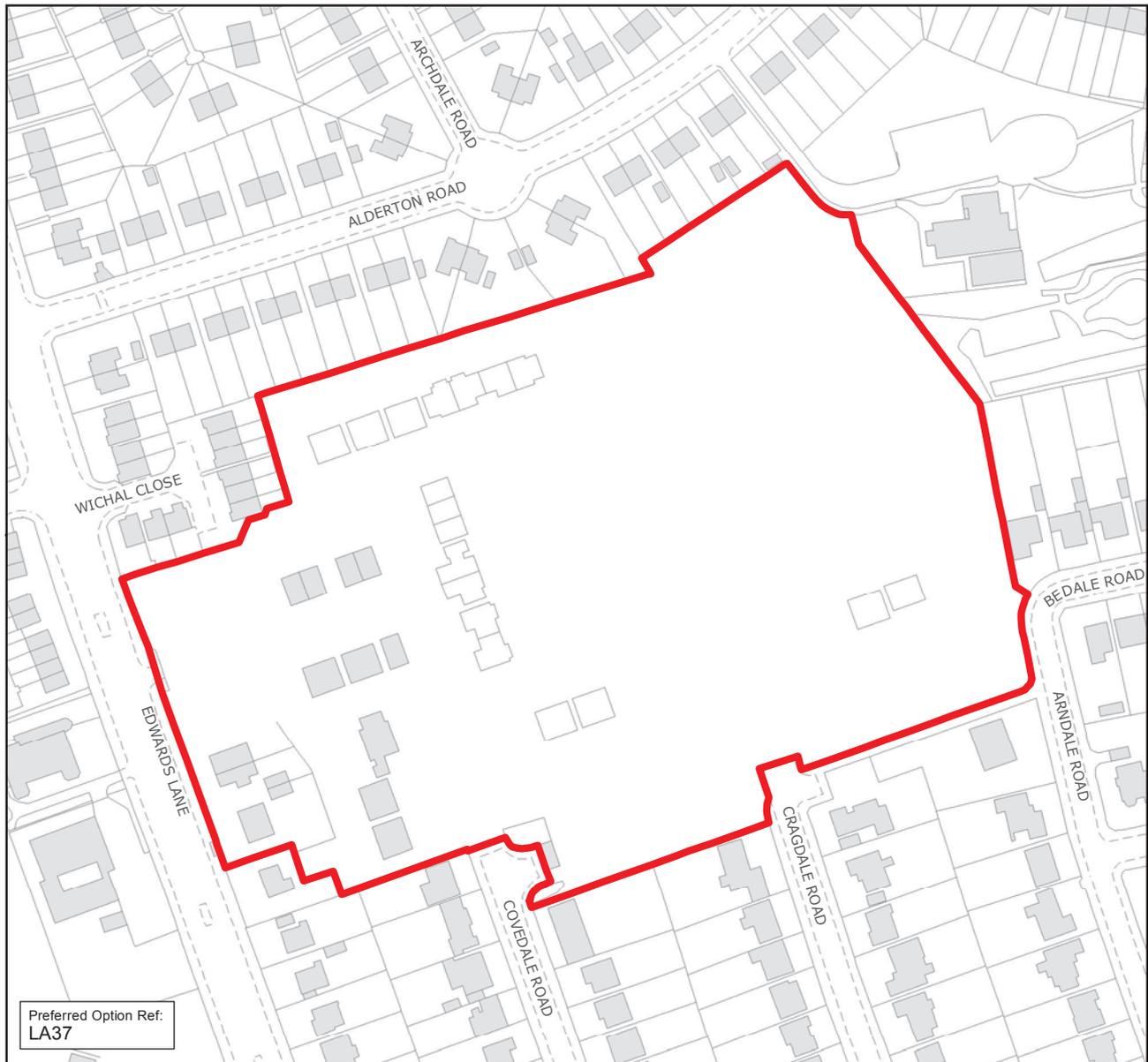
Vacant former school site. The site is well placed for public transport. Highbury Road is connected to the City Transport bus network, linking the site to the City Centre and Bulwell. Highbury vale tram stop is located approximately 500 metres from the site. The site boundary as defined at the Issues and Options stage has been redrawn to exclude an element of open space to the rear of the school building. There are no other significant constraints within the redefined site boundary that would prohibit development. Neighbouring uses include residential. Given that the proposed allocation would bring a vacant site back into active use and assist in meeting Aligned Core Strategy housing need it is considered that this site is appropriate for education and residential use. Planning permission for new school granted Oct 2014 - likely that education element of the site will be delivered by Autumn 2015.



PA12 Highbury Road - Former Henry Mellish School Site

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	No supplementary comments.				
Known contamination: No	No obvious contamination issues.				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. No environmental concerns. Site over 1ha so site specific SFRA required.				
Access:	General vehicle access potentially achievable via Highbury Road and/or Kersall Drive. Vehicle capacity issues unlikely. NCT68 and 69 (every 15 mins) are regular city centre bound services on Highbury Road. Site close to Hucknall Road commuter cycle route.				
Wider Benefits:	Development would have regeneration benefits in reusing existing school site, providing new housing and education facilities.				
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)		
Overview of constraints: No significant constraints to development following redefinition of LAPP site boundary to remove element of open space from the site. No identified constraints related to flooding, archaeology, heritage, minerals, HI or AQMA.					

PA13 Edwards Lane - Former Haywood School Site



Site Area (ha): 3.34	Ward: Sherwood
Address: Edwards Lane	Area Committee: Area 5

Overall Summary

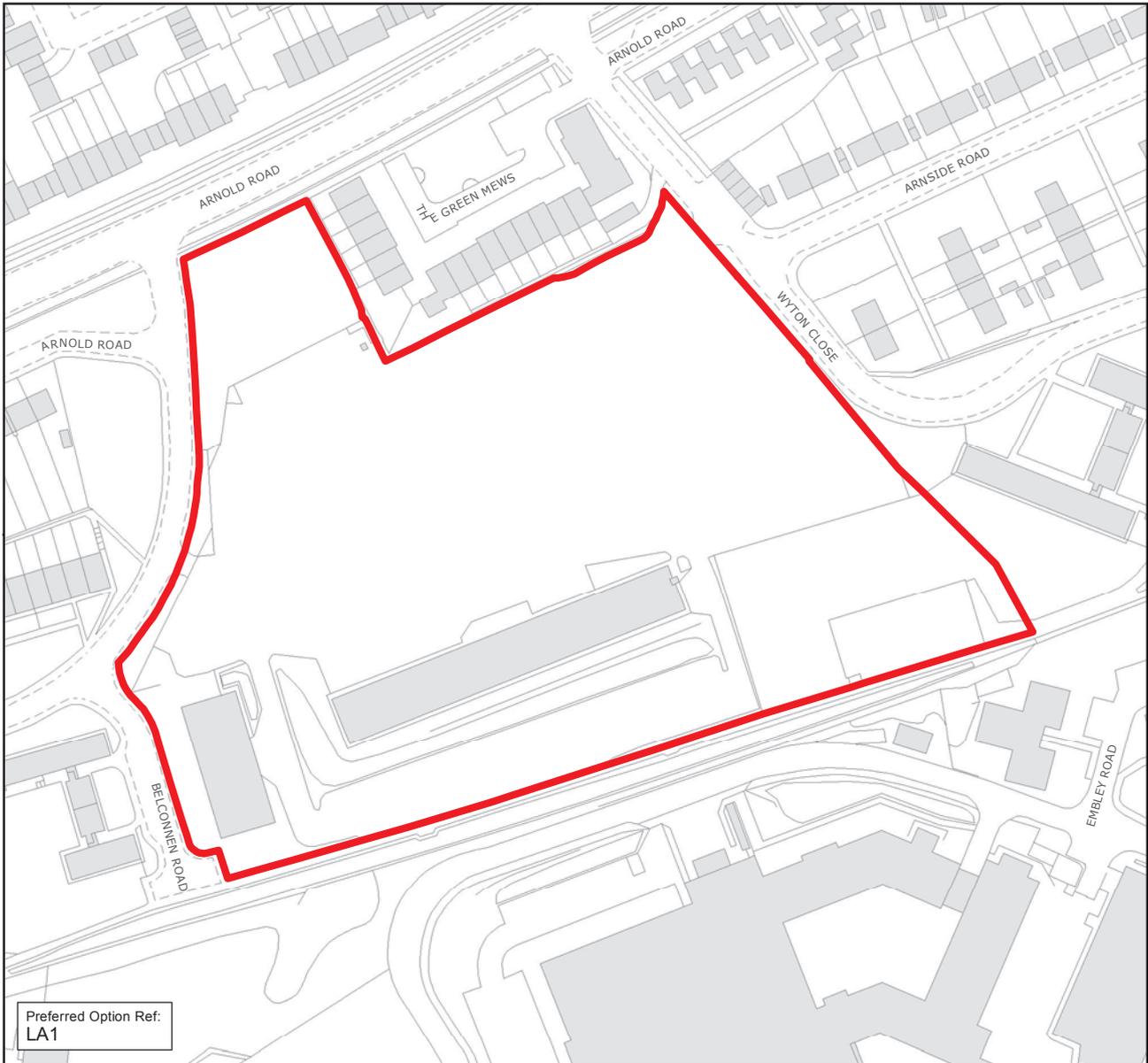
The site, currently vacant and cleared, largely has no particular land use designation in the Nottingham Local Plan (2005), save for the eastern element which forms part of the Open Space Network. The surrounding area is generally of a residential nature. The Council's Informal Planning Guidance (2012) supporting development of the site for residential purposes has now been consulted on and finalised. Site is capable of providing housing in an area of low flood risk. The site received planning permission in 2014 for residential development and it is recommended that the site go forward as a proposed allocation to meet the housing needs identified in the ACS.



PA13 Edwards Lane - Former Haywood School Site

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	Uneven with sloping grassed banks.				
Known contamination: Possible	Possible contamination issues. Railway embankment on site, Made Ground				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. The site is greater than 1ha so site specific flood risk assessment required.				
Access:	General vehicle access potentially achievable via Edwards Lane and/or Cragdale Road or Coverdale Road. May require further detailed assessment of traffic capacity impacts, given proximity to congested Edwards Lane/Arnold Road junction. Site served by city centre bound buses on Edwards Lane (NCT87/88/89- under 15 mins).				
Wider Benefits:	Development would have regeneration benefits on a cleared site through provision of new housing and accessible public open space.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Possible land contamination on this site. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No identified constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA14 Arnside Road - Former Chronos Richardson



Site Area (ha): 2.58	Ward: Bestwood
Address: Arnside Road	Area Committee: Area 2

Overall Summary

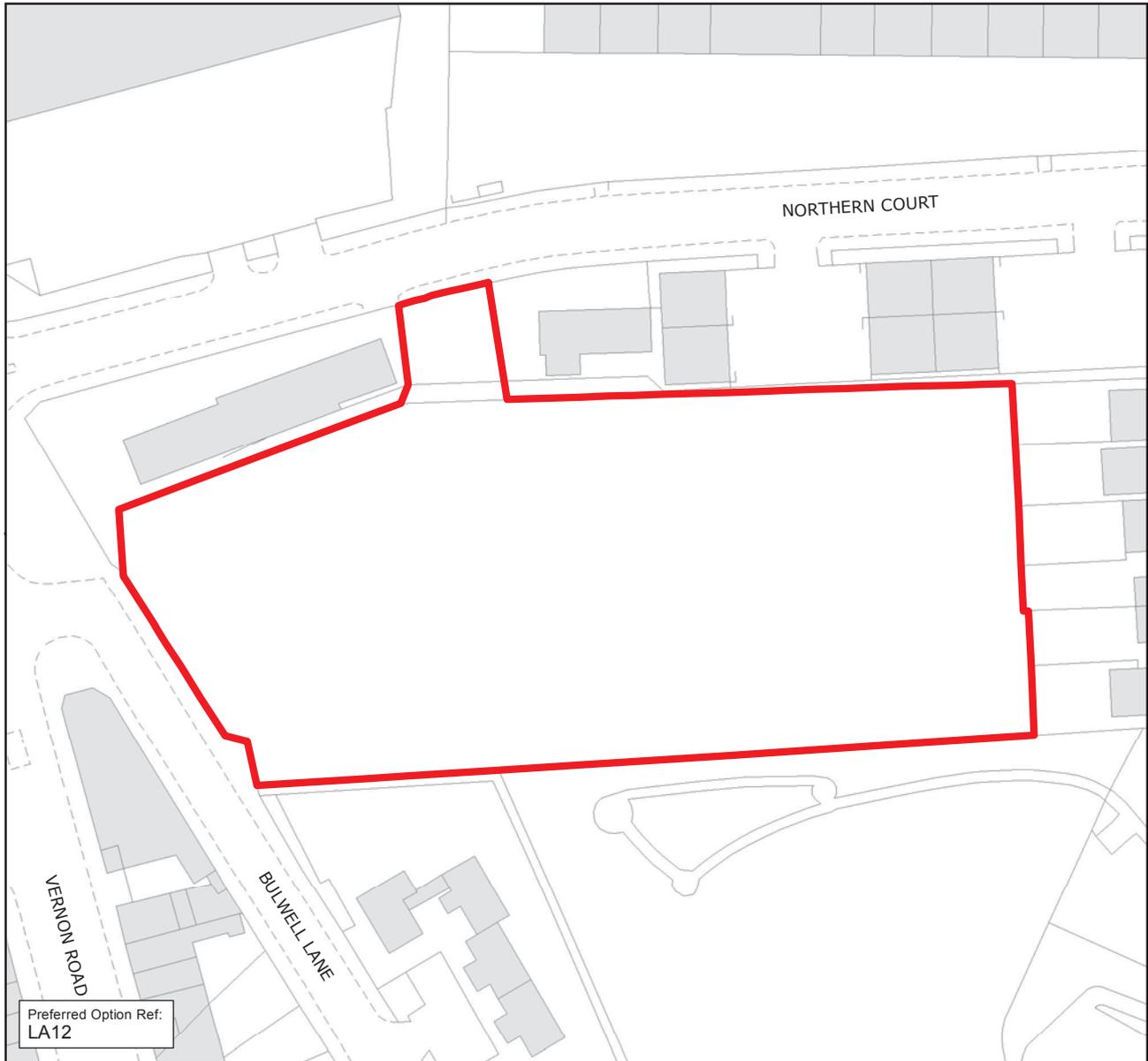
Site has no relevant planning history and no designations in the Nottingham Local Plan (2005). It is currently vacant and cleared. Surrounding uses are residential and hospital. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy and regeneration of a brownfield site. It is recommended that this site is retained as a proposed site allocation.



PA14 Arnside Road - Former Chronos Richardson

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: Yes	Known contamination issues. Former industrial uses				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA support. The site is greater than 1ha so site specific SFRA required.				
Access:	General vehicle access potentially achievable from Wyton Close and Belconnen Road. Further detailed assessment may be required for traffic capacity impacts upon local network. Assessment would need to consider additional impacts upon congested Hucknall Road/Arnold Road junction. The nearest city bound bus service is further afield on Arnold Road (NCT15 - every 15mins). Located relatively close to Hucknall Road commuter cycle corridor.				
Wider Benefits:	Regeneration of an accessible brownfield site to provide new housing.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: The site is underlain by a Principal Aquifer and there are records of contamination associated with some parts of the site from the former use of the land. Development on this site will need to ensure there is no pollution of groundwater. There is a telephone mast on the site. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, HI, heritage or AQMA.					

PA15 Bulwell Lane - Former Coach Depot



Site Area (ha): 0.58	Ward: Basford
Address: Bulwell Lane	Area Committee: Area 2

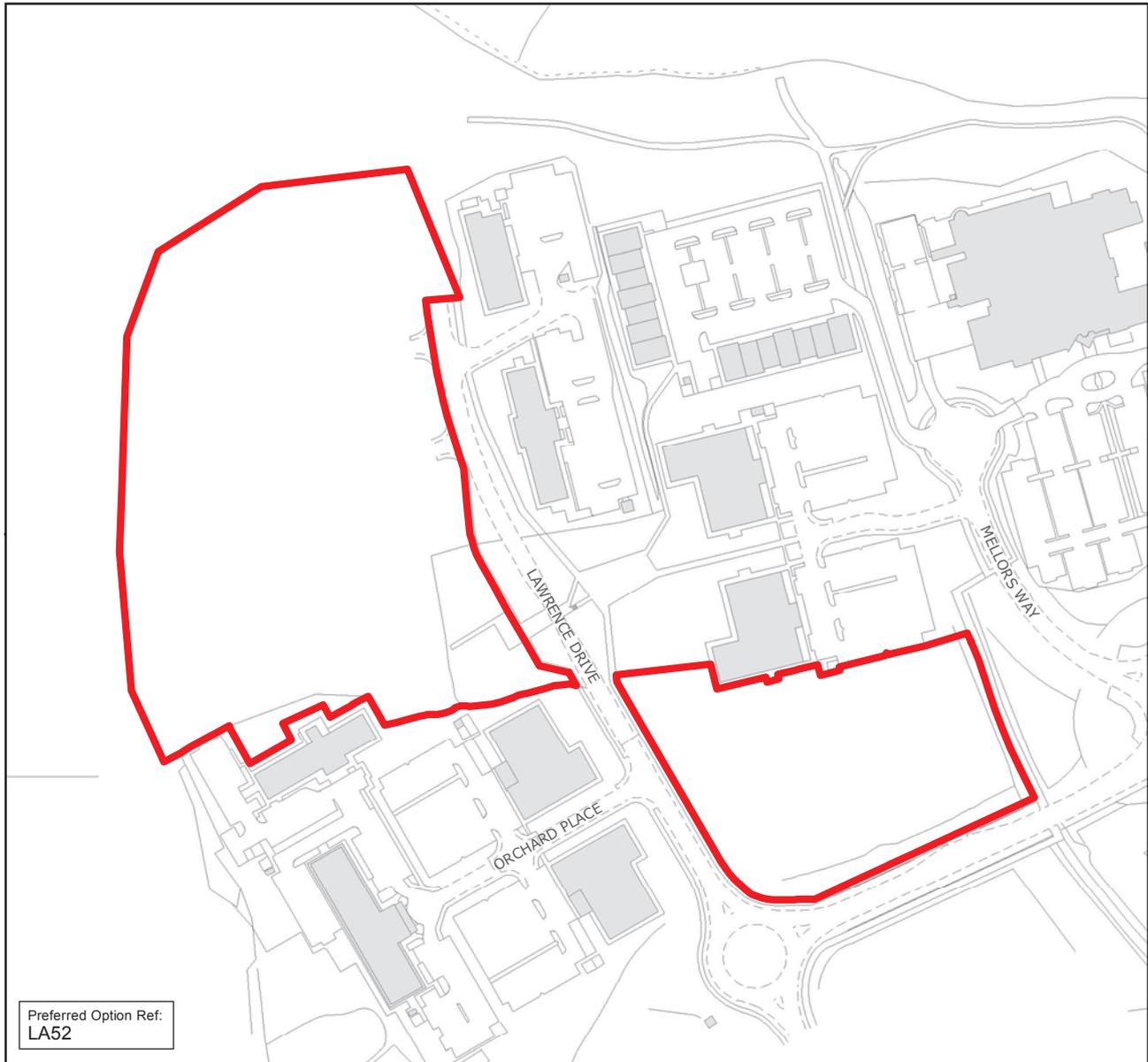
Overall Summary

Site currently has planning application pending (11/03511/POUT) for residential development and is an existing mixed use allocation (MU8.6) in the Nottingham Local Plan (2005). Site was put forward for residential in the additional sites consultation. It is currently vacant and cleared. Surrounding uses are industrial, residential and open space. It is considered that this site is suitable for residential development that could contribute towards future housing need set out in the Aligned Core Strategy. It is recommended that this site is retained as a proposed site allocation.

PA15 Bulwell Lane - Former Coach Depot

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	Site is slightly elevated from surrounding development.			
Known contamination: Yes	Known contamination issues related to use as former bus depot.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support.			
Access:	Vehicle access potentially achievable from Bulwell Lane. Likely sufficient traffic capacity within local network. Regular bus services on Vernon Road. David Lane tram stop located approximately 600 metres away.			
Wider Benefits:	Regeneration of an accessible brownfield site to help meeting the housing needs identified in the ACS.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: There are known contamination issues associated with previous use. Site is underlain by a Principal Aquifer. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, HI, heritage or AQMA.				

PA16 Woodhouse Way - Nottingham Business Park North



Site Area (ha): 4.78	Ward: Bilborough
Address: Land Off Woodhouse Way	Area Committee: Area 3

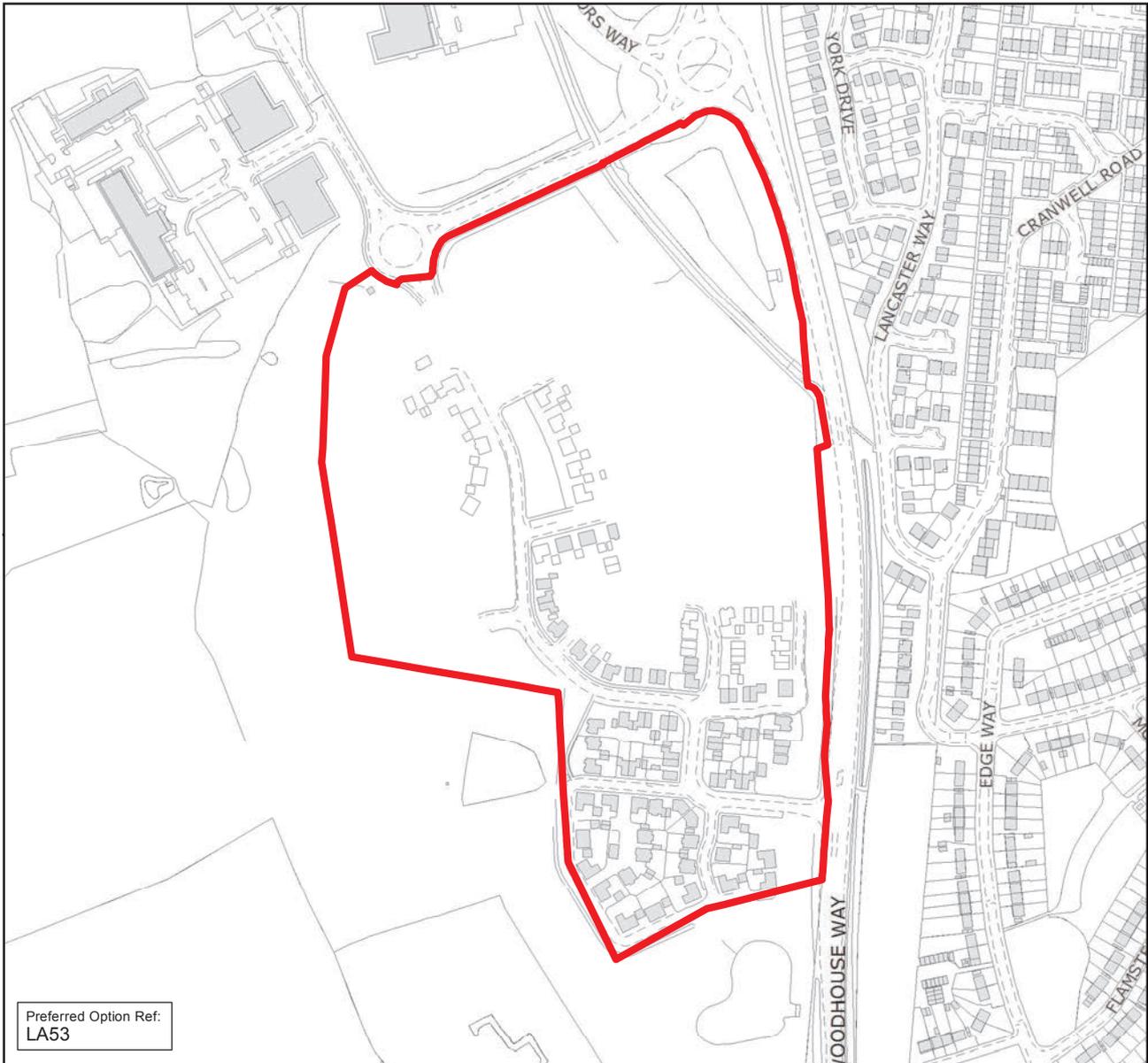
Overall Summary

Site was put forward for employment in the Issues and Options consultation and has been amended following consultation to include two land parcels. The site is allocated as a business park within the Nottingham Local Plan (2005). The site has planning permission for business park uses and much of the site has been built out. The site is effected by the draft HS2 route on which final confirmation is awaited. The site is adjacent to the Green Belt and within Landscape Character Zones as identified in the GN Landscape Character Assessment - both require sensitive design and in particular enhanced planting around the edges of the development to filter views and reinforce the defensible boundary of the Green Belt. Given the current planning status and adjacent uses, it is recommended that this site is taken forward as a site allocation for B1,B2, B8 uses to meet the employment land needs identified in the ACS.

PA16 Woodhouse Way - Nottingham Business Park North

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	HS2 indicative route and highway improvement safeguarding. TR2.6 Safeguarding for highway improvements.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	The site is effected by the draft HS2 route which is yet to be finalised.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support. Site is greater than 1ha so site specific FRA required.			
Access:	Vehicle access achievable via business park network roads, with some needing to become adopted. Traffic impacts upon A6002 Woodhouse Way junction may need testing. Site served by city centre bound Work Link 3 service. Operates am and pm peaks. Hourly service throughout the day to Phoenix Park .			
Wider Benefits:	Provision of employment land to meet needs identified in ACS. Complementary to existing business park uses.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Site is close to the Strelley Conservation area. The site is effected by the draft HS2 route. There is a small area of coal mining legacy within the site. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, HI, archaeology or AQMA. Green Belt directly adjacent to site boundary. Within Landscape Character Zones identified in the GN Landscape Character Assessment.				

PA17 Woodhouse Way - Woodhouse Park



Site Area (ha): 12.2	Ward: Bilborough
Address: Land Off Woodhouse Way	Area Committee: Area 3

Overall Summary

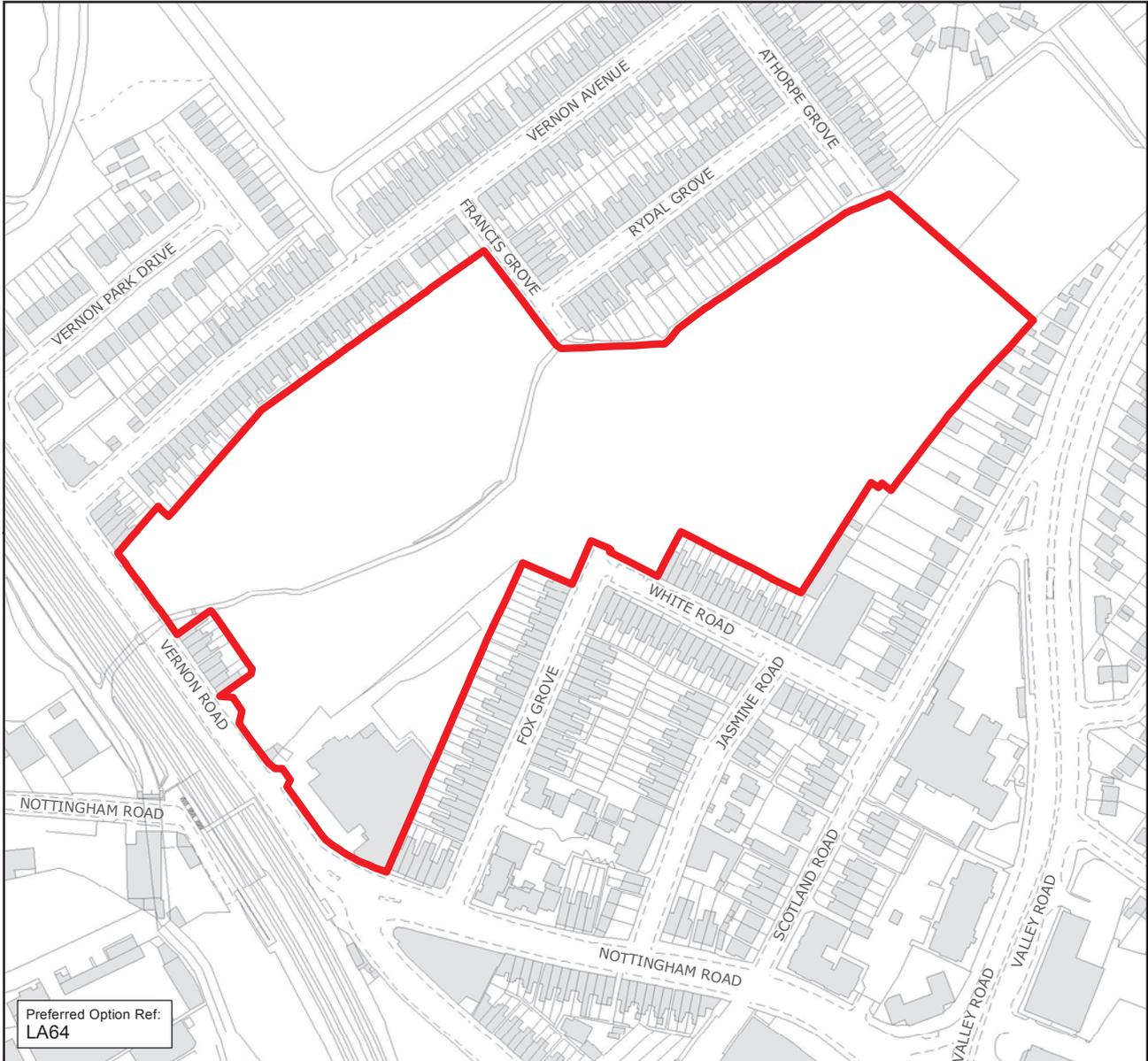
This is a greenfield site formerly allocated as employment land which now has planning permission for residential development. Site has B1 uses to the north, residential to the east, and, agriculture to the south and west. Few constraints to development and at low risk of flooding. Given the recent planning permission on the site it is recommended that this site is taken forward as site allocation. The site will make a significant contribution to meeting the housing requirements set out in the ACS. The scale of the site provide opportunities for predominantly family housing but with opportunities for specialist housing, local convenience store and employment uses.



PA17 Woodhouse Way - Woodhouse Park

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	T7 Safeguarding for highway improvements. TR2.6 Safeguarding for highway improvements.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	The site is close to HS2 and therefore mitigation may be necessary for amenity issues.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	No obvious contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support. Site is greater than 1ha so site specific FRA required.			
Access:	Vehicle access achievable via business park network roads, with some needing to become adopted. Traffic impacts upon A6002 Woodhouse Way junction may need testing. Site served by city centre bound Work Link 3 service every 30 mins.			
Wider Benefits:	Significant contribution to meeting the housing need identified in the ACS.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: The site is close to the proposed HS2 route. Site is close to the Strelley Conservation area. Part of watercourse within archaeological constraints area. The site is effected by the draft HS2 route. There is a small area of coal mining legacy within the site. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, HI or AQMA. Green Belt directly adjacent to site boundary. Within Landscape Character Zones identified in the GN Landscape Character Assessment.				

PA18 Vernon Road - Former Johnsons Dyeworks



Site Area (ha): 4.4

Ward: Basford

Address: Vernon Road

Area Committee: Area 2

Overall Summary

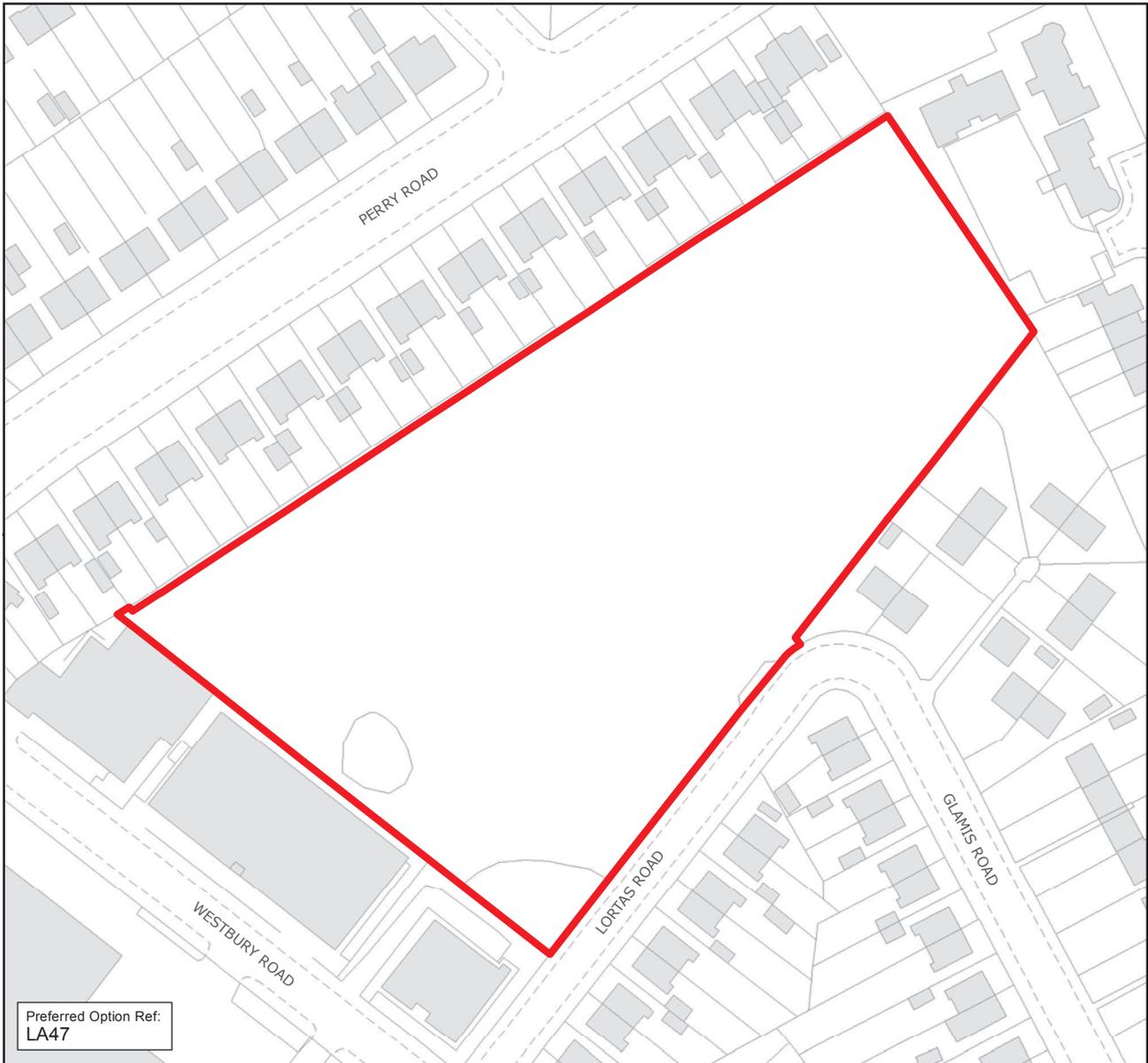
Site is currently allocated (H1.13) for housing in the Nottingham Local Plan (2005) and there is an adopted Development Brief (2002). Part of the site is in active use as a depot. The remainder of the site is vacant / cleared. Surrounding uses consist of residential. Close to NET tram stop. The site is at risk of flooding and the city council is working to identify funding to bring forward flood mitigation/management works as part of the redevelopment of the site. Allocation of this site provides an opportunity to deliver accessible new homes and regenerate a large brownfield site within a predominantly residential area. Prior consultation on minerals, hazardous installations and archaeology required but not considered constraints to development. It is recommended that this site is allocated as a housing site (with potential for some employment uses) to contribute to meeting the housing needs identified in the ACS.



PA18 Vernon Road - Former Johnsons Dyeworks

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	Adjacent to Western Boulevard, which has been safeguarded for the Ring Road major improvements, but there is no conflict with the site boundary or possible access arrangements.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Adjacent to Western Boulevard, which has been safeguarded for the Ring Road major improvements, but there is no conflict with the site boundary or possible access arrangements.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Somewhat steep	Site is uneven.			
Known contamination: Yes	known contamination issues. Dyeworks, anecdotal asbestos dumping			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support subject to mitigation and funding of flood risk measures. FRA required. Site located adjacent to Day Brook- a Main River. Prior written consent is required from EA for works within 8m of top of bank. Site located in area of high flood risk (zone 3).Part of the site is in functional flood plain (1 in 10 year event). No flood defences, therefore any development/raising of land levels within the floodplain will need to be compensated for by lowering of an equivalent area and volume of land outside, but adjacent to, the floodplain. May be challenging within the site boundary. River Leen and Day Brook (SFRA) found that the River Leen catchment has been subject to extensive urbanisation and responds rapidly to rainfall. As such, the SFRA recommends that surface water runoff generated by new development is restricted to greenfield rates and utilises Sustainable Drainage Systems (SuDS).			
Access:	Vehicle access potentially achievable from Vernon Road for general traffic, although set back from busy Vernon Road/Nottingham Road junction. Fox Grove/White Road may not be suitable as an alternative, due to narrow residential layout. Further detailed assessment may be required for traffic capacity impacts upon local network. Regular city centre bound bus services (NCT68/69 - every 8mins) on Vernon Road and Nottingham Road. David Lane tram stop also adjacent.			
Wider Benefits:	Development of the site would have major regeneration benefits remediating a large brownfield site and addressing flood risk issues. Contributes to meeting housing requirements of the ACS.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: Within an area of high flood risk (zone 3) and does not benefit from any formal flood defences. Underlain by a Principal Aquifer and there are known contamination issues. Small area in south west corner within an archaeological constraints area. Within mineral safeguarding and hazardous installation consultation zone area - requires consideration prior to development but not considered a barrier to development. No constraints related to AQMA.				

PA19 Lortas Road



Site Area (ha): 1.38

Ward: Berridge

Address: Lortas Road

Area Committee: Area 4

Overall Summary

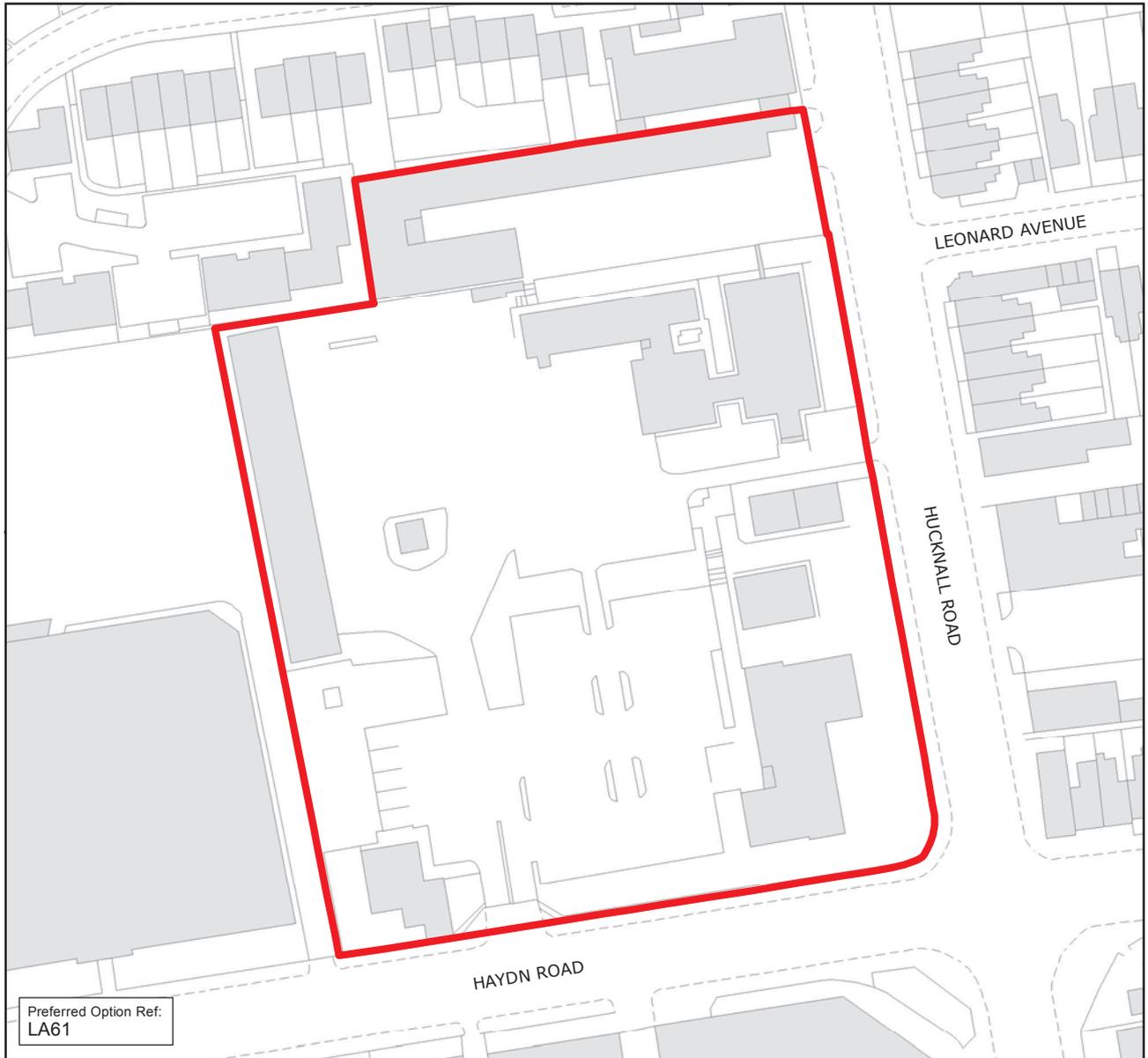
Cleared and vacant site, allocated for mixed use (MU8.3) in the Nottingham Local Plan (2005), bounded predominantly by residential properties with an element of industrial uses to the western side. The site is located a short distance from Nottingham Road which provides good transport links, with the Basford tram stop and Hucknall Road commuter cycle corridor being relatively close by. The site is not currently publicly accessible. It has reasonable public transport links, and is at low risk of flooding. May be protected species on site - requires full survey to ensure no adverse impacts. Site has planning permission for residential with provision of open space on site. The site is suitable for housing and has planning permission. It is recommended that this site allocated for residential development to contribute to meeting the housing needs identified in the ACS.



PA19 Lortas Road

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: None	Uneven				
Known contamination: Possible	Possible contamination issues. Former industrial uses locally. CL & gas advised on PA				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so FRA required.				
Access:	General vehicle access potentially achievable from Lortas Road. Likely sufficient traffic capacity in local network. Nearest regular city centre bound services further afield on Nottingham Road. Close to Hucknall Road commuter cycle corridor.				
Wider Benefits:	Currently cleared the site not publicly accessible. Development would have regeneration benefits and could provide new public open space and housing.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Possible land contamination issues due to the presence of former industrial uses locally. Located within mineral safeguarding zone and hazardous installations zone requiring prior consultation but not considered a barrier to delivery. Open space toolkit identifies evidence of badgers using the site and surrounding area. Recommends that protected species survey of the site is required and neighbouring open space off Sheridan Way to highlight any constraints to development. No constraints identified relating flooding, archaeology, heritage or AQMA.					

PA20 Haydn Road/Hucknall Road - Severn Trent Water Depot



Site Area (ha): 1.53

Ward: Berridge

Address: Hucknall Road

Area Committee: Area 4

Overall Summary

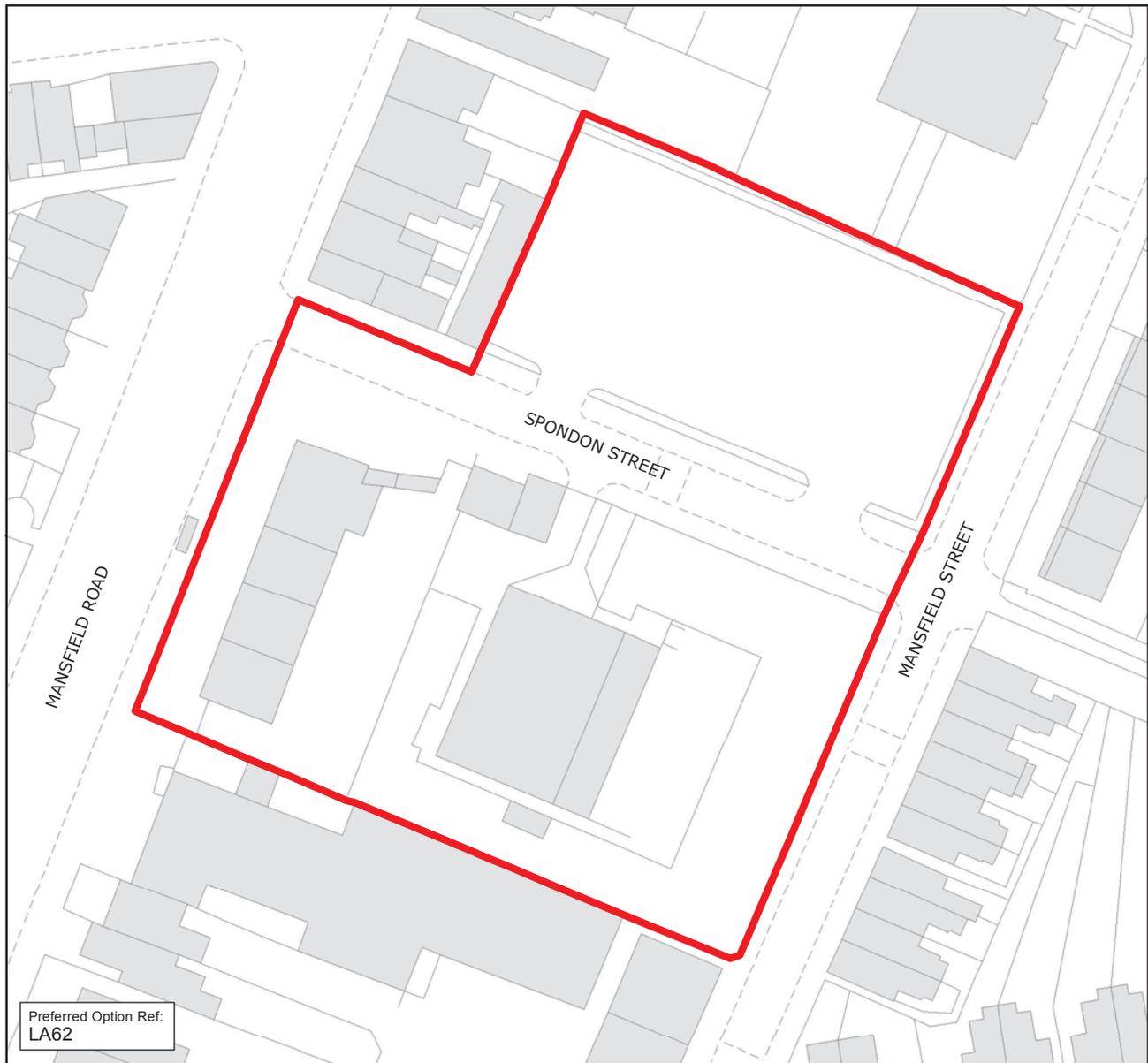
An active, large corner site located prominently at the junction of Haydn Road and Hucknall Road, with no particular land-use designation in the Nottingham Local Plan (2005) or recent planning history. The site bounds a recent residential development to the north and sits opposite employment/commercial properties. An area of green open space sits to the west of the site. The site is at low risk of flooding within a mixed residential and employment area and is suitable for both housing and employment. It is recommended that this site is allocated for housing and employment to contribute to meeting the housing and employment needs identified in the ACS.



PA20 Haydn Road/Hucknall Road - Severn Trent Water Depot

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	None				
Known contamination: Possible	Possible contamination from former industrial uses				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so site specific FRA required.				
Access:	Vehicle access to the site potentially achievable off Haydn Road and/or Hucknall Road, offset from Haydn Road/Hucknall Road junction. May require further detailed assessment of vehicle capacity impacts upon local network. Regular city centre bound services on Haydn Road and Hucknall Road serving the site. Site adjacent to Hucknall Road Commuter Cycle Route.				
Wider Benefits:	Development could provide employment opportunities and housing.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Possible contamination issues due to former industrial issues. Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA21 Mansfield Road - Sherwood Library



Site Area (ha): 0.58	Ward: Sherwood
Address: Mansfield Road	Area Committee: Area 5

Overall Summary

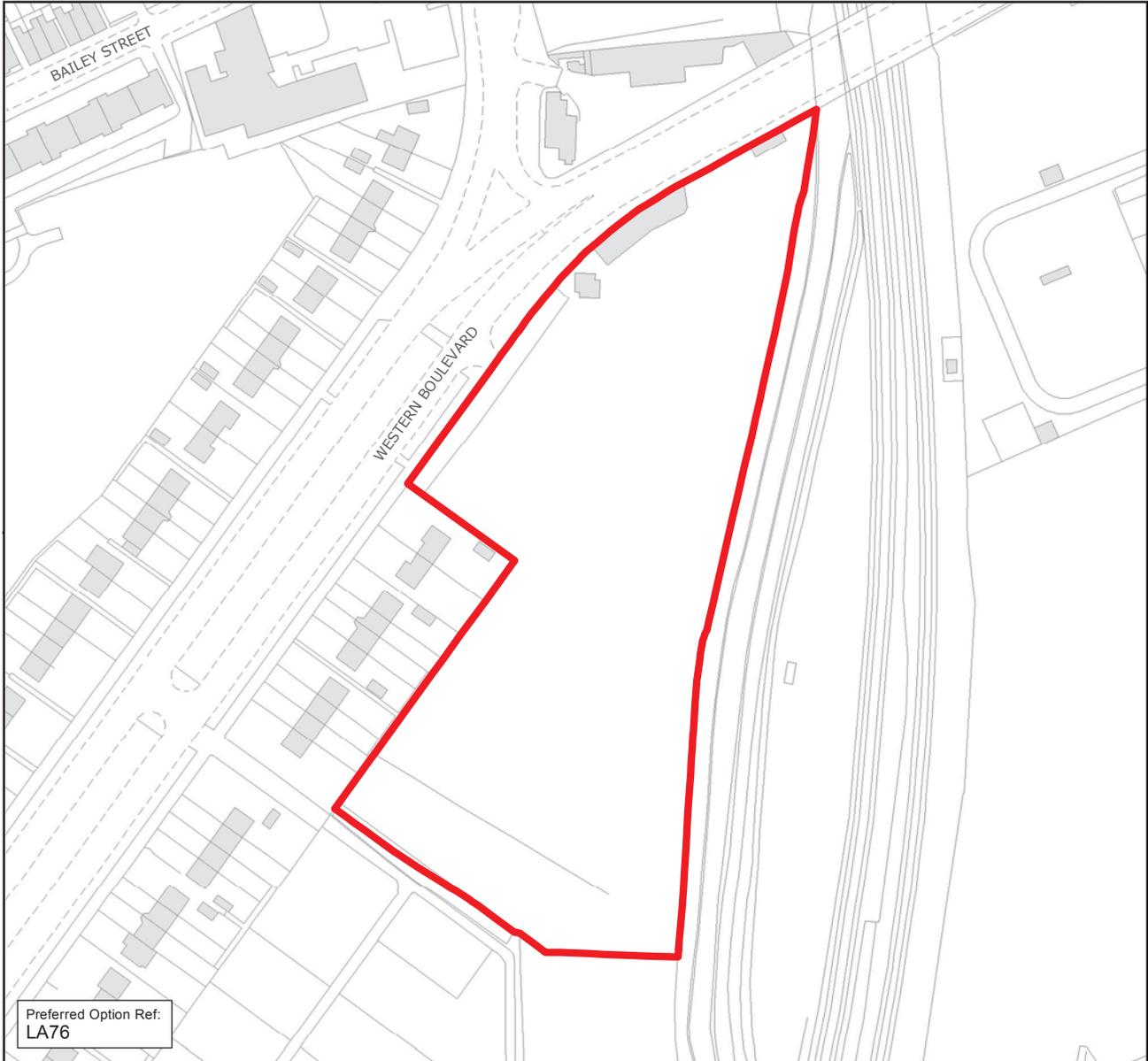
The site is bounded by Mansfield Road and Mansfield Street, partially designated as a Local Centre along the frontage and residential to the rear in the Nottingham Local Plan (2005). The site could be redeveloped in part, retaining the existing car park to the north of the site. Accessible site with potential for building with improved relationship to street to enhance the District Centre and introduce activity on to the street. It is recommended that this site is taken forward as a mixed use site allocation to support the vitality and viability of Sherwood District Centre.



PA21 Mansfield Road - Sherwood Library

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	A steady rise from southwest to northeast.			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support.			
Access:	General vehicle access potentially achievable via Mansfield Road and/or Mansfield Street. Likely sufficient traffic capacity in local network. City centre bound bus services on Mansfield Road. Existing pedestrian crossing facilities over Mansfield Road.			
Wider Benefits:	Development would have regeneration benefits, providing retail, employment opportunities and housing, along with the creation of a community facility.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: This site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA22 Western Boulevard



Site Area (ha): 1.57

Ward: Basford

Address: Western Boulevard

Area Committee: Area 2

Overall Summary

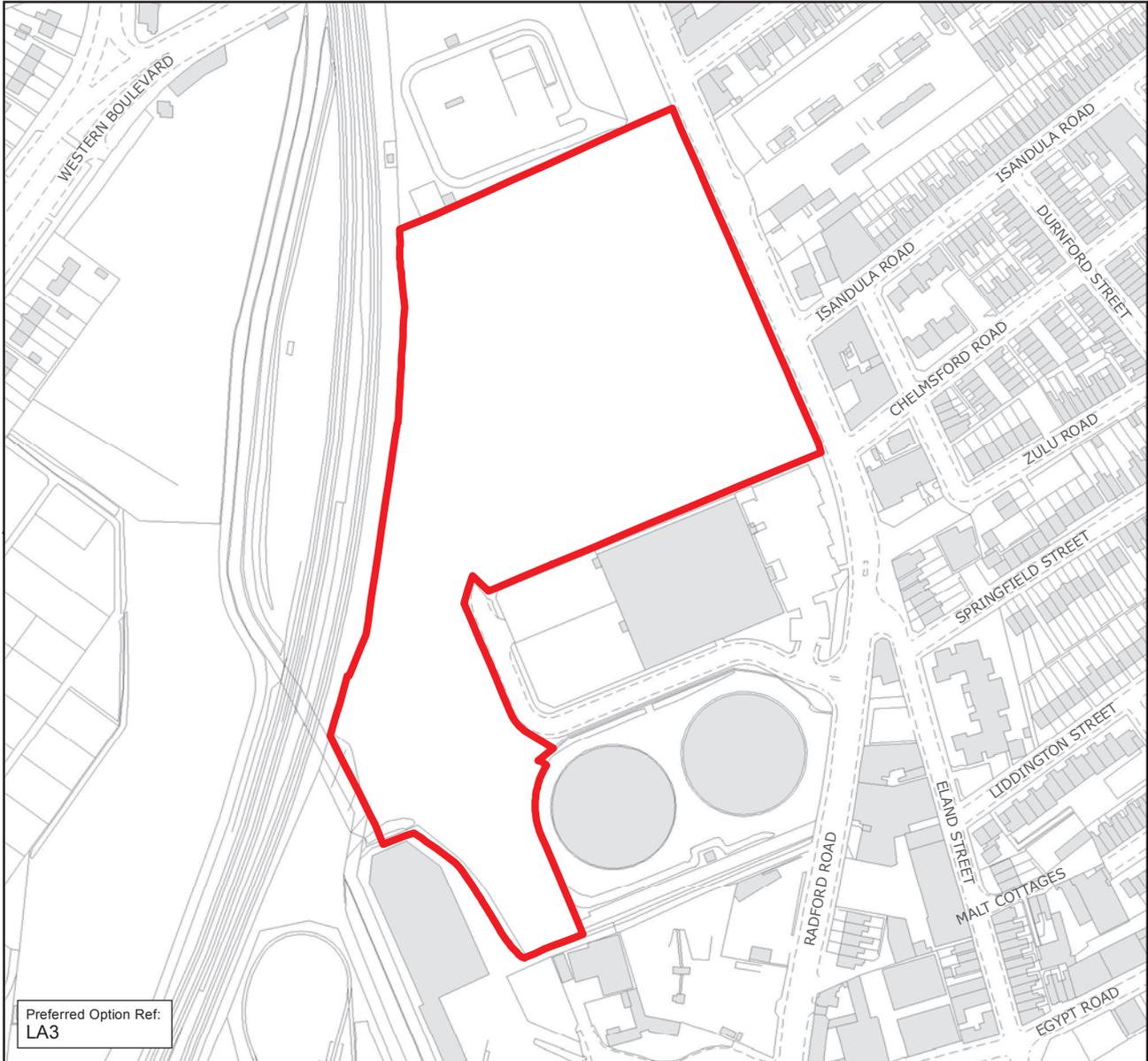
Site was put forward for residential and employment in the Issues and Options. It is currently a mixed use allocation (MU8.4) in the Nottingham Local Plan (2005). Site is in active use as travelling showpeople's accommodation. Surrounding uses include residential, commercial units, train / tram lines and allotments. Temp pp until Nov 2016. Site at low risk of flooding. Development provides opportunities to bring forward a brownfield site to contribute to employment and housing requirements set out in the ACS. It is recommended that this site is taken forward as an allocation.



PA22 Western Boulevard

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	Small slither of land at the north of site, required to be highway, as part of Ring Road Major proposals (underway) TR2.14
Primary school	-	-		
Secondary school	-	-	Affected by transport safeguarding? Yes	Safeguarding of ring road major phase 2 TR2.3. Indicative cycle route to east.
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major capacity improvements - on site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues from use as council yard			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA support. Site greater than 1ha so site specific FRA required.			
Access:	There is no direct right turn facility into the site, proposed as part of the Ring Road Major scheme. Ring Road Major improvements will improve traffic capacity and pedestrian crossing facilities over the ring road. The nearest two bus routes are; NCT 53 (grey line - Clifton - Arnold via QMC) runs along western Blvd (frequency 30 mins) - not city centre; NCT 70 (yellow line - City to Bulwell/Morrisons) from nearby St Leodegarius Church stop (frequency 15 mins); Plus high frequency on nearby corridor (Nottingham Road/Vernon road). Adjacent to cycle route provision along the Ring Road.			
Wider Benefits:	Development would bring forward housing and employment on a browfield site and could provide improved cycling and walking connections along the River Leen.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: The site is underlain by a Principal Aquifer and, given the former uses, there is potential for development to cause pollution to the groundwater resource. There is potentially access to the site from Western Boulevard. There is no direct right turn facility into the site. Within minerals safeguarding area and hazardous installation consultation zone - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage or AQMA.				

PA23 Radford Road - Former Basford Gasworks



Site Area (ha): 3.81

Ward: Basford

Address: Radford Road

Area Committee: Area 2

Overall Summary

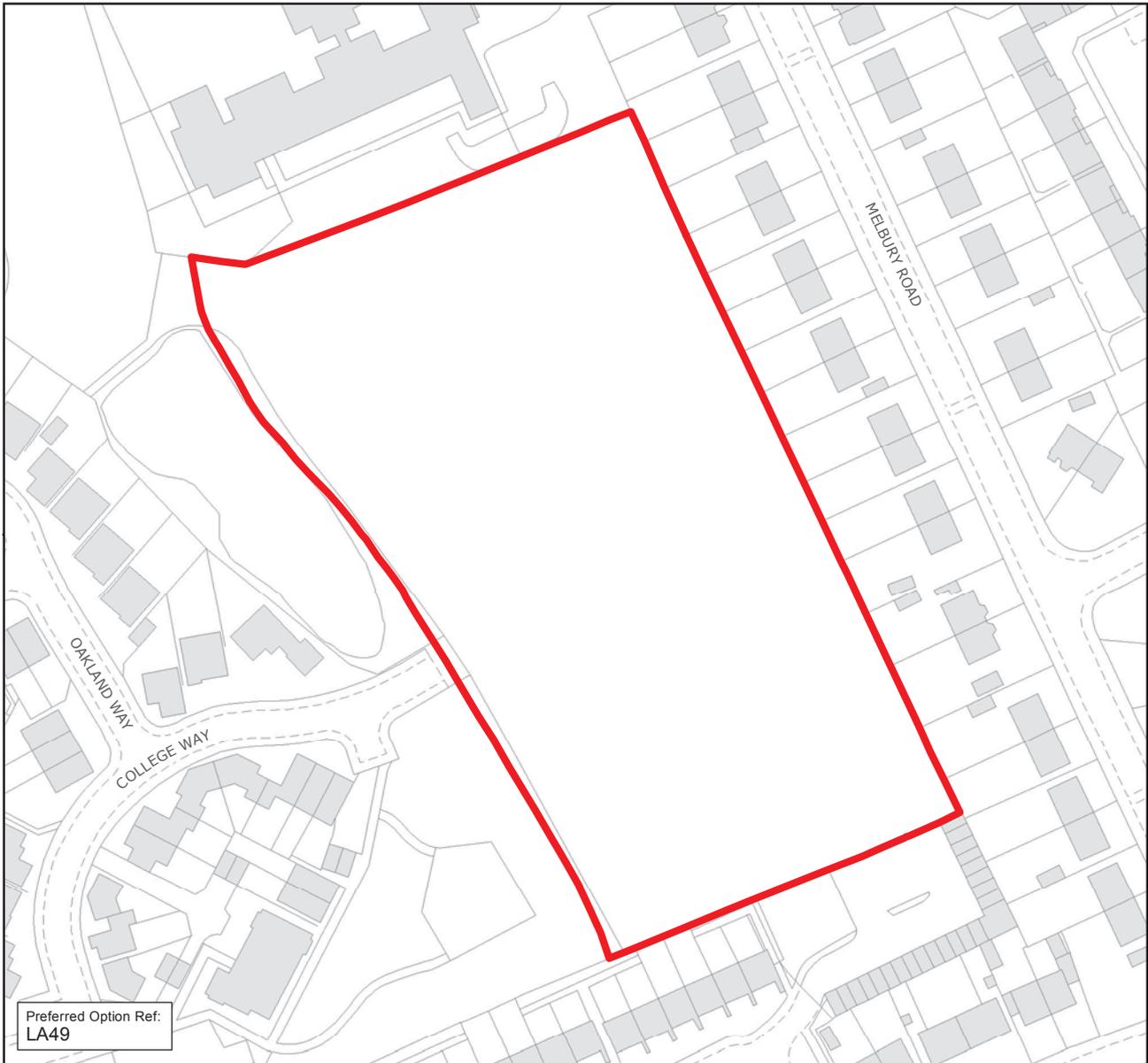
Site was put forward for employment at the Issues and Options stage. It is an existing employment allocation (E2.6) within the Nottingham Local Plan (2005), however a planning application (12/02756/PFUL3) was approved for a mix of uses, including residential, employment, retail, financial / professional, restaurants / cafes and assembly and leisure. The planning application also set out an amended boundary to the site. Site is currently cleared and vacant. Neighbouring uses include National Grid Gas, builders merchant, train / tram line and residential. Well connected major brownfield site at low risk of flooding. Close to River Leen LWS - opportunities for enhancement. Given the planning permission for the site it is recommended that the site is included as allocation to contribute to meeting the objectives of the ACS.



PA23 Radford Road - Former Basford Gasworks

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major capacity improvements - subject to Full Approval. Construction provisionally programmed between 2013-15.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Yes	Known contamination issues. Former gas works. Within consultation area for hazardous installations.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - no objections. Site is greater than 1ha so site specific FRA required.			
Access:	General vehicle access potentially achievable from Radford Road. Likely sufficient traffic capacity for site. Served by half hourly bus services to city centre from Valley Road. Site served by nearby Basford tram stop. Site located next to National Cycle Route 6.			
Wider Benefits:	Major brownfield site which is currently vacant. Development provides opportunities for regeneration with improvements to the physical environment and local services. Opportunities to improve LWS along the River Leen.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: The site is adjacent to the River Leen LWS. There is contamination on the site, which is underlain by a Principal Aquifer. Within minerals safeguarding area and hazardous installation consultation zone - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage or AQMA.				

PA24 College Way - Melbury School Playing Field



Site Area (ha): 1.39

Ward: Bilborough

Address: College Way

Area Committee: Area 3

Overall Summary

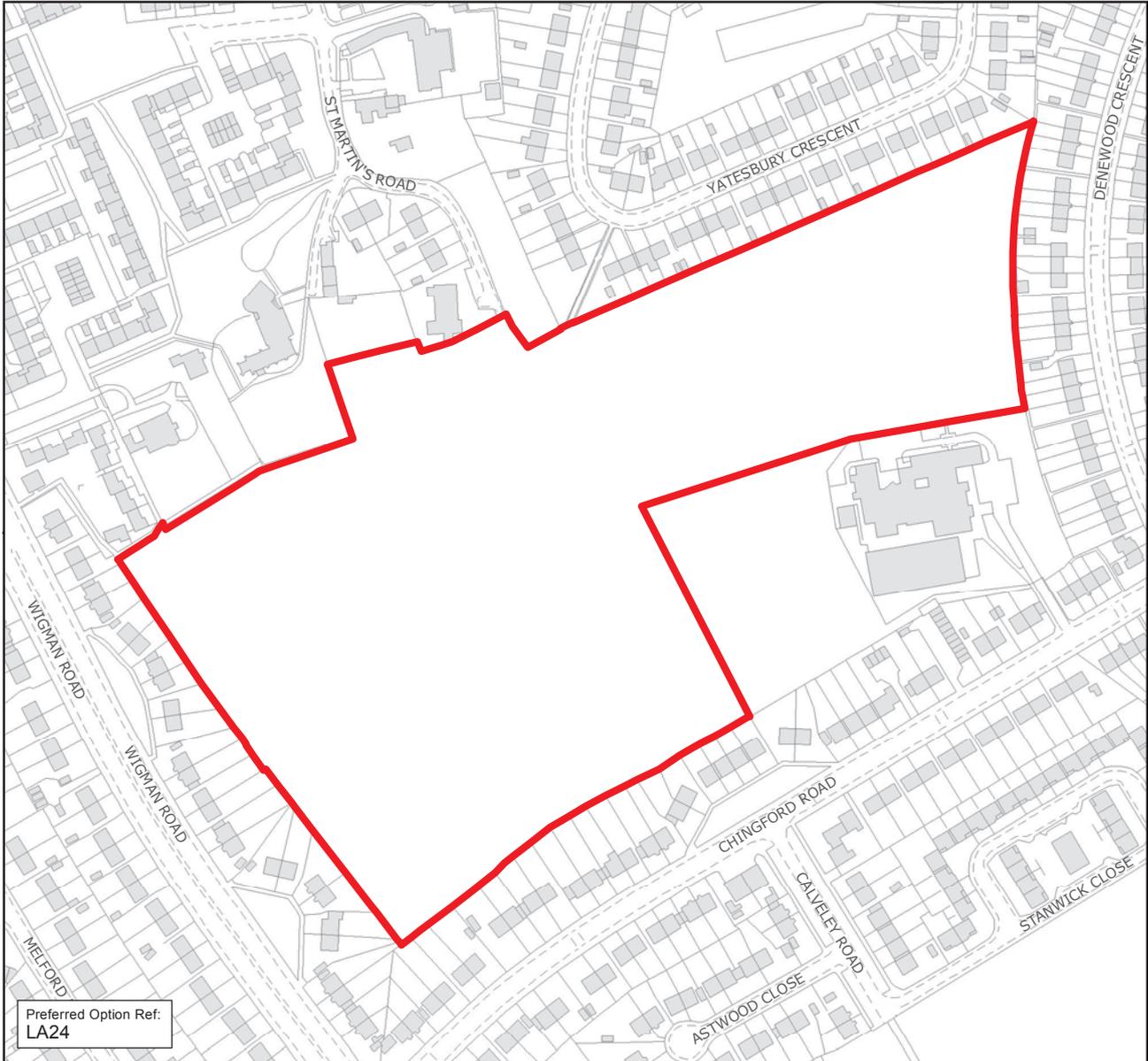
Site was put forward for residential and open space in the Issues and Options consultation. The site is within the open space network in the Nottingham Local Plan (2005). Site has no relevant planning history. The site is identified in the SHLAA - site 1761. Formerly part of the site was school playing pitches with no public access. Initial screening has shown that the site is not located in an area of sports pitch deficiency. This site borders Broxtowe Borough Council. The site has residential to 3 sides and a school to the north. Site has few constraints and is at low risk of flooding. Suitable for housing and provision of publicly accessible open space. It is recommended that this site is taken forward as an allocation to contribute to the housing needs identified in the ACS.



PA24 College Way - Melbury School Playing Field

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - support. The site is greater than 1ha so site specific FRA required.				
Access:	Vehicular access potentially achievable off College Way, although in the County, so would be subject to consultation. Alternatively vehicle access may be achievable off Hanslope Crescent and Melbury Road. Nearest city centre bound bus services on Strelley Road and Bracebridge Drive. Connects to the Strelley Commuter Cycle Corridor.				
Wider Benefits:	Provision of new housing and publicly accessible open space.				
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)		
Overview of constraints: Vehicular access potentially achievable off College Way, although in the County, so would be subject to consultation. Alternatively vehicle access may be achievable off Hanslope Crescent and Melbury Road. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. There is a small area with coal mining legacy within the site. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA25 Chingford Road Playing Field



Site Area (ha): 6.02	Ward: Bilborough
Address: Chingford Road	Area Committee: Area 3

Overall Summary

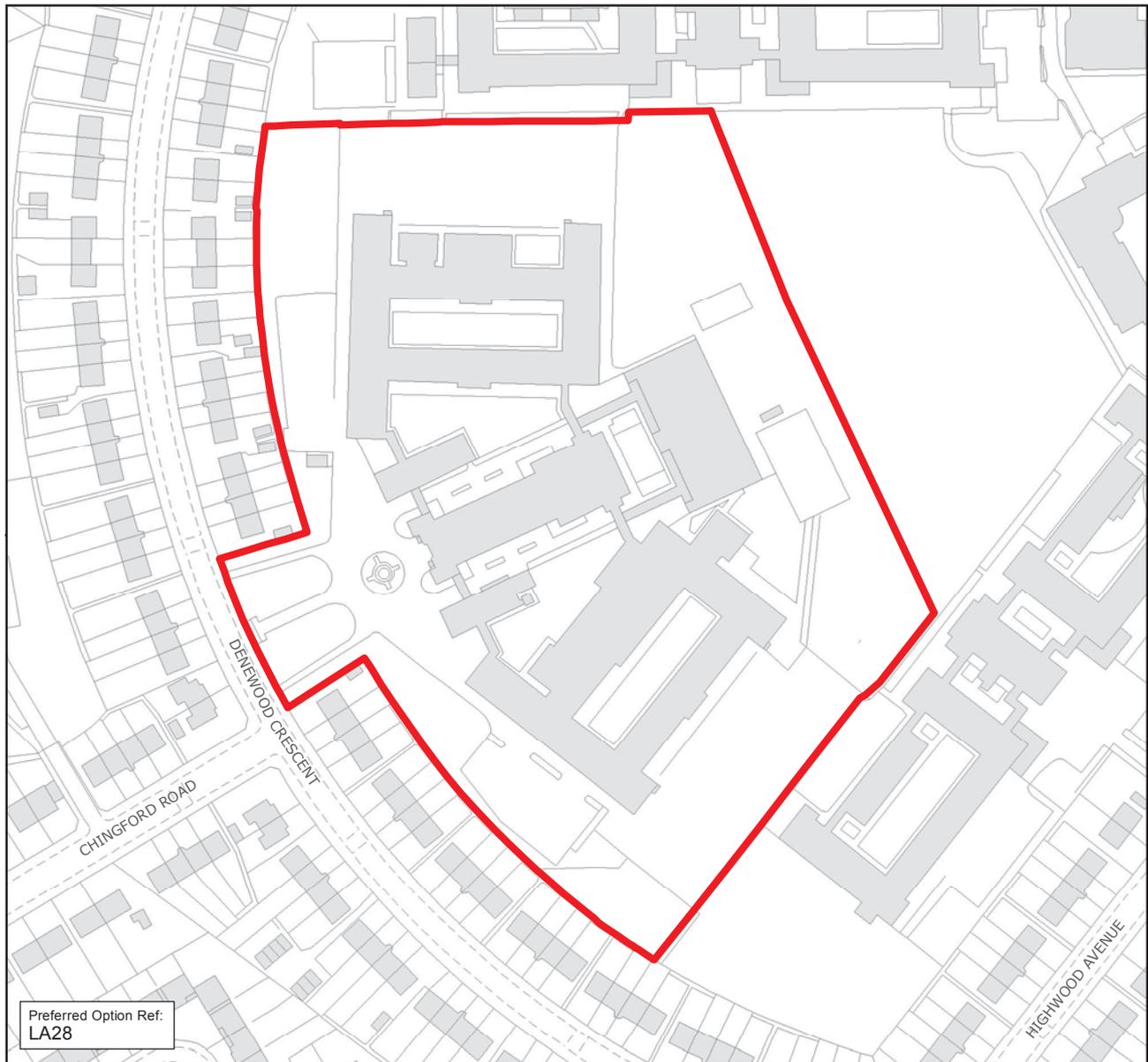
Site was put forward for residential and open space in the Issues and Options consultation. The site is within the open space network within the Nottingham Local Plan (2005). The site is identified in the SHLAA - site 442. Site has no relevant planning history. Formerly part of the site was school playing pitches with no public access. However, screening has shown that the site is not located in an area of sports pitch deficiency. The site is mainly flat with a slight slope. It is surrounded by residential properties and a school. The site has few constraints and is at low flood risk. The site is suitable for housing and public open space but development should respect the setting of adjacent Listed Buildings. Site is adjacent to Grade II* listed Church of St Martin, Bilborough Old Rectory and St Martin's Cottages. Development proposals should have regard to these heritage assets. It is recommended that this site is taken forward as an allocation to contribution the housing needs identified in the ACS.



PA25 Chingford Road Playing Field

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. The site is greater than 1ha so site specific FRA required.			
Access:	Site surrounded by residential properties. The possibility of vehicle access off Chingford Road to be determined. Alternatively vehicle access may be achievable off St. Martins Road, although a narrow road. Feasibility of both would need to be determined. Likely sufficient traffic capacity within local network. NCT35 (every 10mins) is a city centre bound service which operates from Strelley Road. Connects with Strelley commuter cycle route.			
Wider Benefits:	Provision of new housing and publicly accessible open space.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Access to the site needs careful consideration as the site is surrounded by residential properties. Site is adjacent to Grade II* listed Church of St Martin, Bilborough Old Rectory and St Martin's Cottages. Adjacent to Strelley Road archaeological constraints area. Development proposals should have regard to these heritage assets. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, HI or AQMA. Severn Trent advise further assessments of water utilities required.				

PA26 Denewood Crescent - Denewood Centre



Site Area (ha): 3.04	Ward: Bilborough
Address: Denewood Crescent	Area Committee: Area 3

Overall Summary

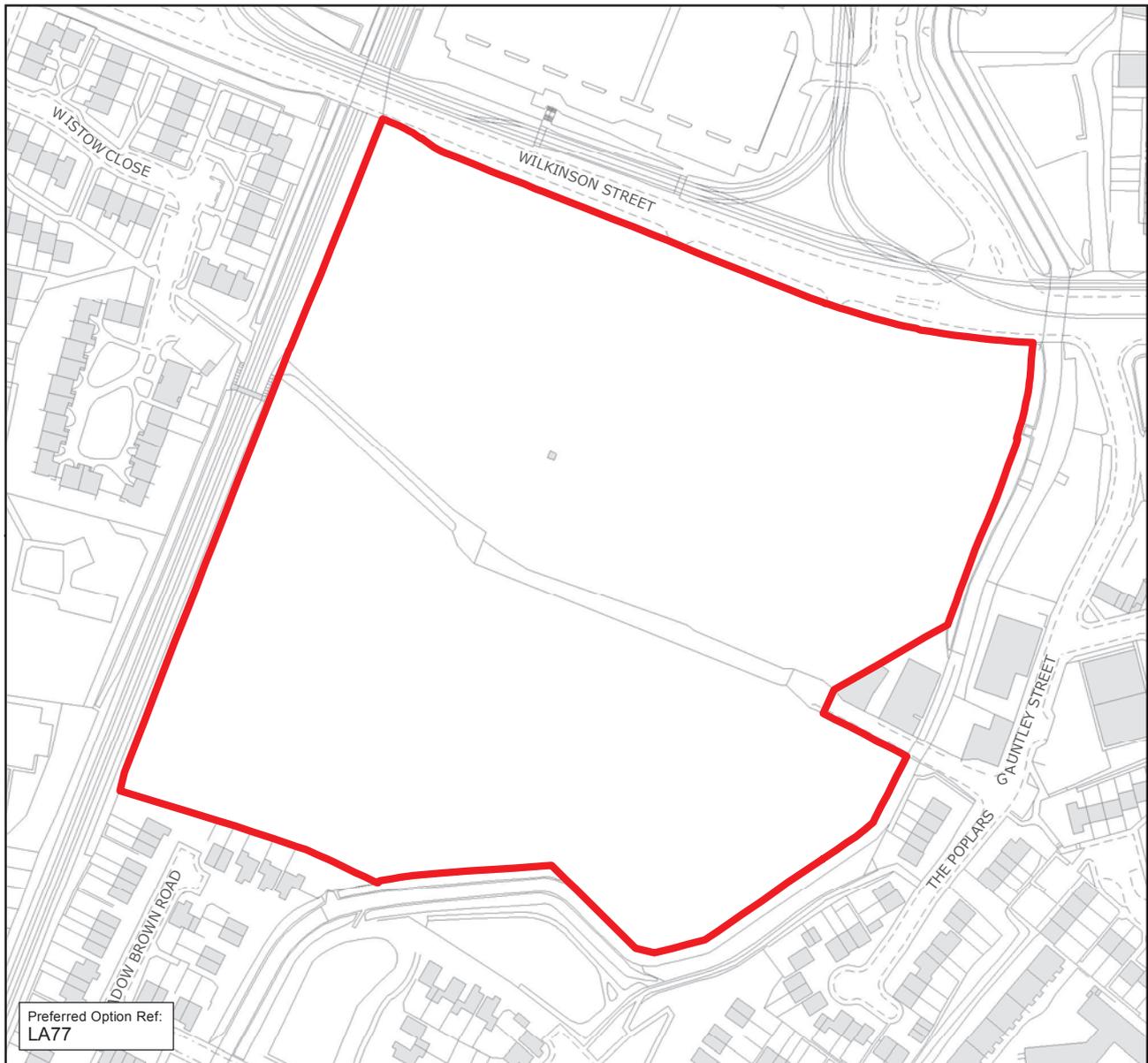
Site was put forward for residential use in the Issues and Options consultation. Part of the Issues & Options site was designated in the Open Space Network within the Nottingham Local Plan (2005). The new boundary put forward omits the open space to the rear of the site. The site is bounded by schools and school playing fields, with residential to the west. The site is part SHLAA site 653. The site has few constraints, is at low risk of flooding and suitable for housing. It is recommended that this site is taken forward as an allocation to meet the housing needs identified in the ACS.



PA26 Denewood Crescent - Denewood Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so site specific FRA required.			
Access:	Vehicle access potentially achievable via Denewood Crescent. Likely sufficient traffic capacity in local network. No bus routes serve Denewood Crescent. Nearest city centre bound services (NCT 35/77 - 10 mins) on Strelley Road. Served by Strelley Commuter Cycle Route.			
Wider Benefits:	Redevelopment of a previously used site to meet housing needs.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA27 Wilkinson Street - Former PZ Cussons



Site Area (ha): 6.6	Ward: Leen Valley
Address: Wilkinson Street	Area Committee: Area 3

Overall Summary

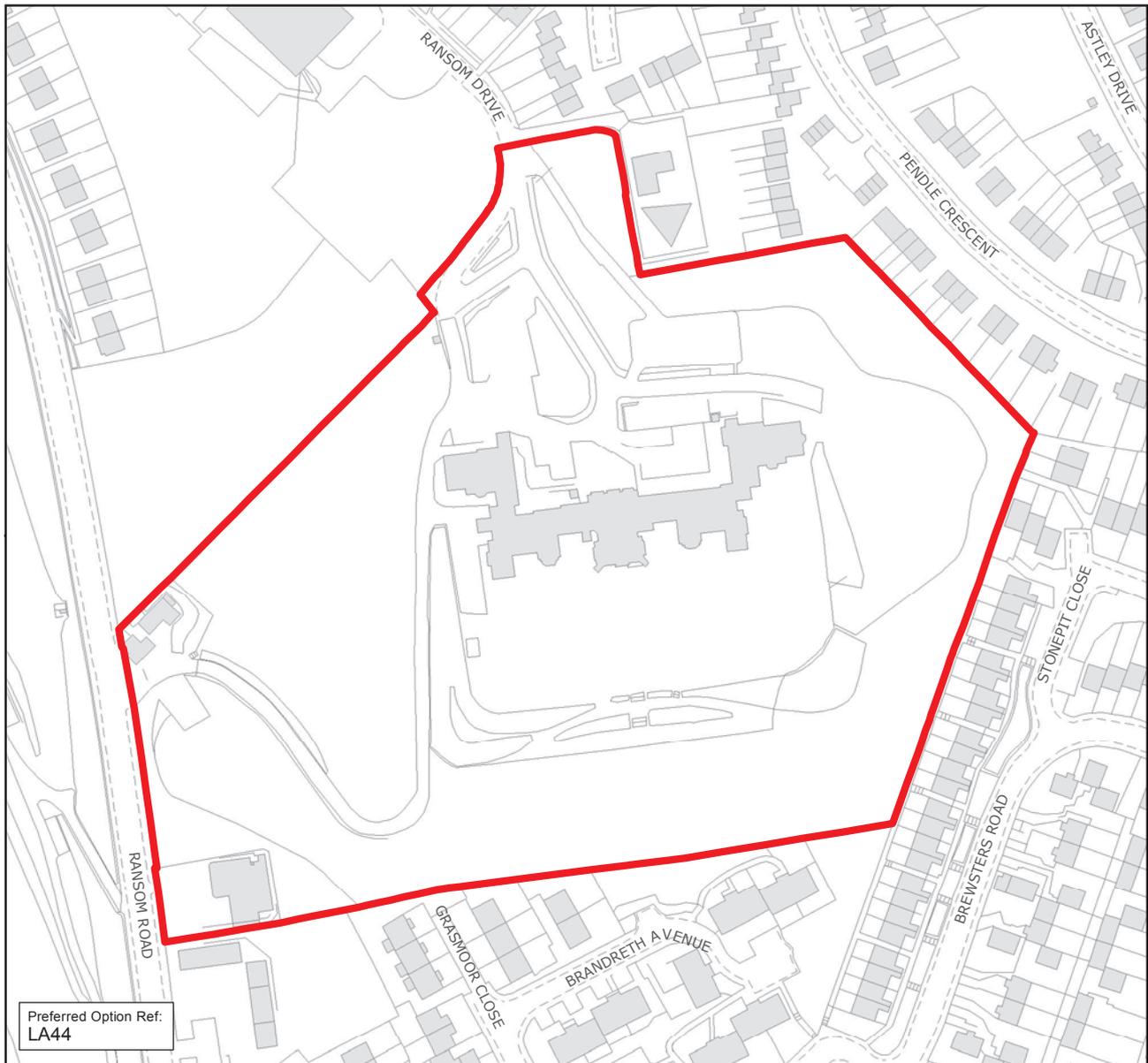
Site of former Cussons soap factory which fronts onto Wilkinson Street. The site is bisected by a public footpath running from The Poplars/Gauntly Street at the east to a railway footbridge to the west. The site also adjacent to a LWS and falls within a consultation zone for hazardous installations and notifiable pipelines. Demolition of previous buildings has been undertaken - though chimney feature remains. The site is well placed for public transport - Wilkinson street tram and park and ride stop opposite site. Bus links to city centre and Bulwell located nearby on Radford Road. On site flooding potential and contamination issues have been identified and would be required to be addressed as part of development. Outline planning permission was granted in 2010 for residential development including public open space and ancillary infrastructure following demolition of existing structures. Services and facilities within reasonable walking distance at the periphery of Hyson Green Centre and on Nuthall Road. The principle of residential development at this site has already been established through the planning approval process and would contribute towards the Aligned Core Strategy housing need, therefore it is considered that the site should be retained as an allocation for residential use.



PA27 Wilkinson Street - Former PZ Cussons

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No	Proposed cycle route improvements	
Secondary school	-	-			
Further education	-	-	Affected by transport safeguarding? Yes		
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	No significant contours over the entire red-lined area, but levels do vary across the site and are in general below the level of the Wilkinson Street adjacent highway.				
Known contamination: Yes	Known contamination issues. Former soap factory.				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - Support - subject to mitigation and flood compensation. Site is predominantly located in flood zone 3. Site should remain floodplain neutral, providing floodplain compensation. Mitigation measures include floor levels 600mm above the 1 in 100 year plus climate change scenario should be considered and safe access egress for emergency services/occupants. Flood risk to the railway line should be considered in design. SuDS must be incorporated and greenfield runoff rates achieved from managed surface water drainage scheme. Site is within 250m of former landfill site and is underlain by principle aquifer.				
Access:	Vehicle access potentially achievable off Wilkinson Street. May require further detailed assessment of traffic capacity impacts upon local network. Wilkinson Street tram stop adjacent.				
Wider Benefits:	Regeneration of major brownfield site leading to remediation, environment improvements, flood risk management and provision of new housing, employment and open space provision.				
Radon Class: 1			Aquifer status: Principal Aquifer - LSF (Lenton Sandstone Formation)		
Overview of constraints: Site is at risk of flooding - predominantly located in flood zone 3. Site is within 250m of landfill site and is underlain by principle aquifer. Previous industrial use on site - remediation for any contamination required. Within minerals safeguarding area and hazardous installation consultation zone - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage or AQMA.					

PA28 Ransom Road - Hine Hall



Site Area (ha): 4.61	Ward: Mapperley
Address: Ransom Road	Area Committee: Area 5

Overall Summary

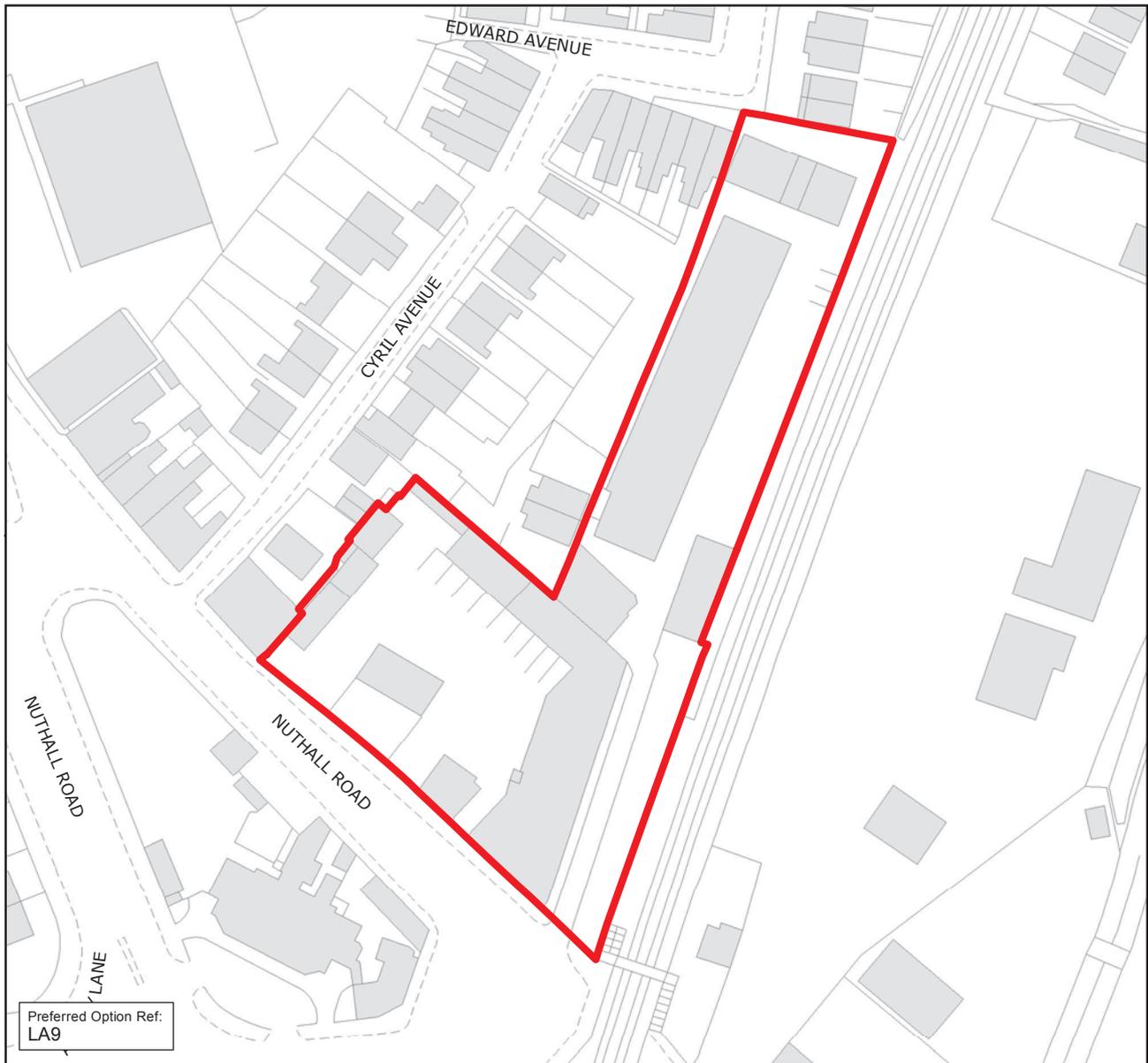
This site was allocated for residential use (H1.8) in the Nottingham Local Plan (2005). Hine Hall, a former hospice of architectural significance, has been converted to residential units and sits within a mature landscaped parkland setting which contains a number of preserved trees. The historic environment and existing mature landscape are of considerable value and importance, such that the site is designated as a conservation area. A development brief has been prepared for the site setting out principles for sensitive low density housing around the existing buildings. Site is at low flood risk and is suitable for residential development provided heritage issues and landscape are carefully considered. It is recommended that this site is taken forward as an allocation to meet the housing needs identified in the ACS.



PA28 Ransom Road - Hine Hall

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	The Hall is situated at the head of a relatively narrow spur of land, falling away on three sides. There is a relatively level approach from Ransom Drive.			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA comments - no environmental concerns. Site greater than 1ha so site specific FRA required.			
Access:	General vehicle access potentially achievable via Ransom Road and/or Ransom Drive. Likely sufficient traffic capacity in local network. City centre bound buses further afield on The Wells Road and Brewster Road.			
Wider Benefits:	Development could provide new housing.			
Radon Class: 1			Aquifer status: Non-productive	
Overview of constraints: Located within the Hine Hall Conservation Area, containing preserved trees and mature landscape of considerable value. Within minerals safeguarding area - requires consideration prior to development but not considered a constraint to development. No constraints related to flooding, archaeology, HI or AQMA.				

PA29 Bobbers Mill Bridge - Land Adjacent to Bobbers Mill Industrial Estate



Site Area (ha): 0.55	Ward: Leen Valley
Address: Bobbers Mill Bridge	Area Committee: Area 3

Overall Summary

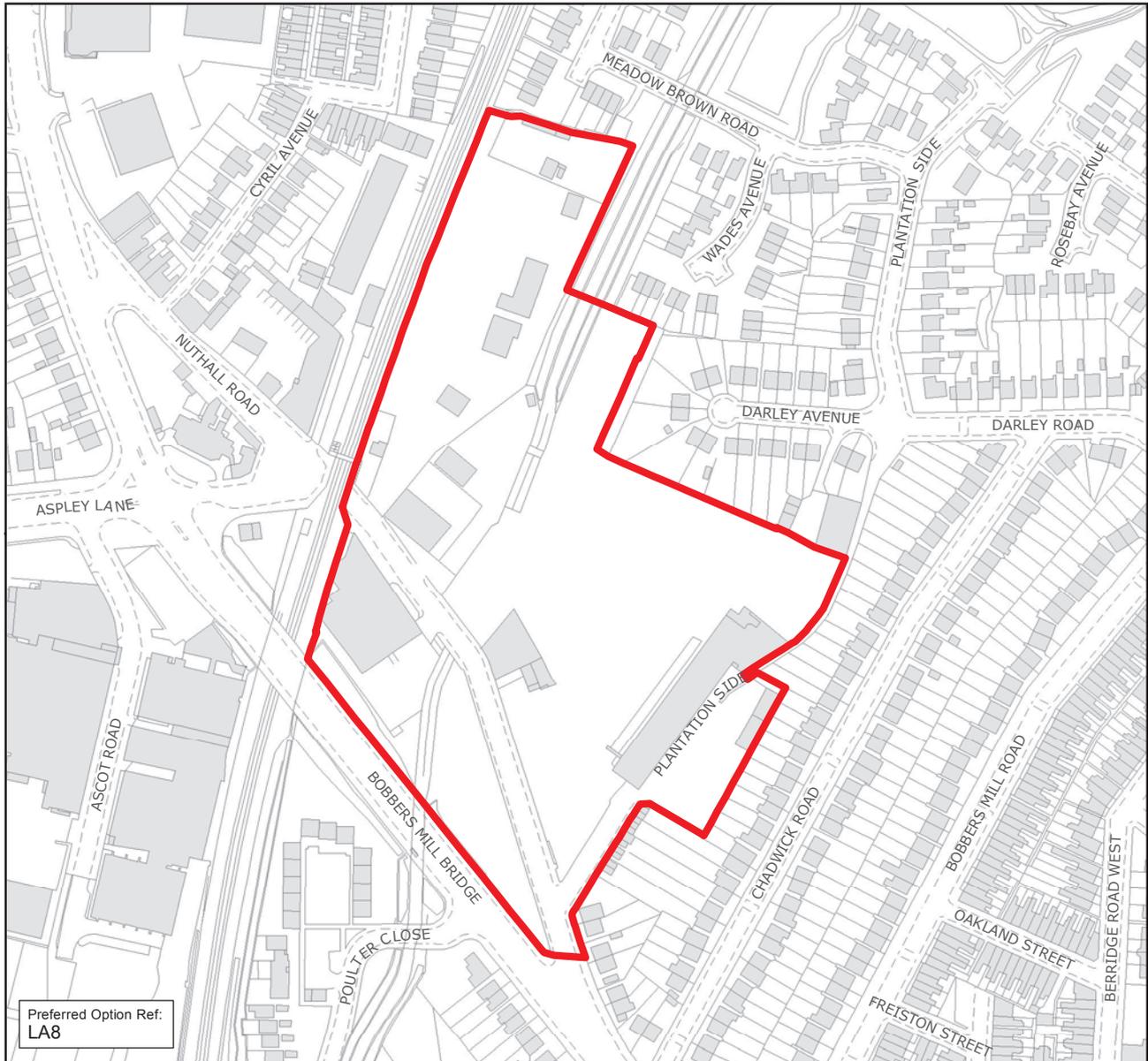
The site which fronts onto Nuthall Road, currently contains employment units and is bounded by railway corridor to the east and is adjoined by residential properties to the west. The site was put forward for Residential & Retail uses in the Additional Sites document as part of the Issues and Options consultation. The EA have identified that the site is at risk of flooding (within flood zones 2 and 3). Via development, an holistic flood risk approach could be provided - working with Nottingham City Council and the EA. Residential development would be compatible with the site and surrounding area and it is proposed that the site is retained as an allocation to bring forward housing on a brownfield site to contribute to the housing needs within the ACS.



PA29 Bobbers Mill Bridge - Land Adjacent to Bobbers Mill Industrial Estate

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	None				
Known contamination: Possible	Possible contamination issues. Mixed industrial uses				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - Support subject to mitigation measures, site specific flood risk mitigation and funding opportunities being investigated jointly with the Agency. The site is located within flood zone 2 and 3. River Leen and Daybrook model 2011 demonstrates that the site is within an area at risk of flooding. Main flood risk is from overtopping of railway line. Holistic scheme in partnership with other developments in Bobbers Mill area may be a potential solution to preventing flooding to the railway line. Flood risk to and from site needs to be managed incorporating flood resilience within the design and floodplain compensation and mitigation measures, including floor levels 600mm above the 1 in 100 year plus climate change scenario to be considered and safe access egress for occupants and emergency services. Encourage SuDS within early stage design and ensure runoff rates achieved from managed surface water drainage scheme. Site underlain by principle aquifer. Site is within 250m of a former landfill site.				
Access:	Vehicle access potentially achievable via Nuthall Road service road, which is one way northbound. Likely sufficient traffic capacity on local network. Site served by regular city centre bound bus services on Nuthall Road.				
Wider Benefits:	Regeneration of brownfield site could provide remediated site, flood risk mitigation and habitat enhancements and contribute to housing requirements identified in the ACS.				
Radon Class: 1 & 3			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)		
Overview of constraints: The site is within an area at risk of flooding (within flood zones 2 and 3) with possible contamination. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. Within an archaeological constraints area. No constraints related to HI or AQMA. Site underlain by principle aquifer. Site is within 250m of a landfill site.					

PA30 Bobbers Mill Bridge - Bobbers Mill Industrial Estate



Site Area (ha): 4.26	Ward: Leen Valley
Address: Bobbers Mill Bridge	Area Committee: Area 3

Overall Summary

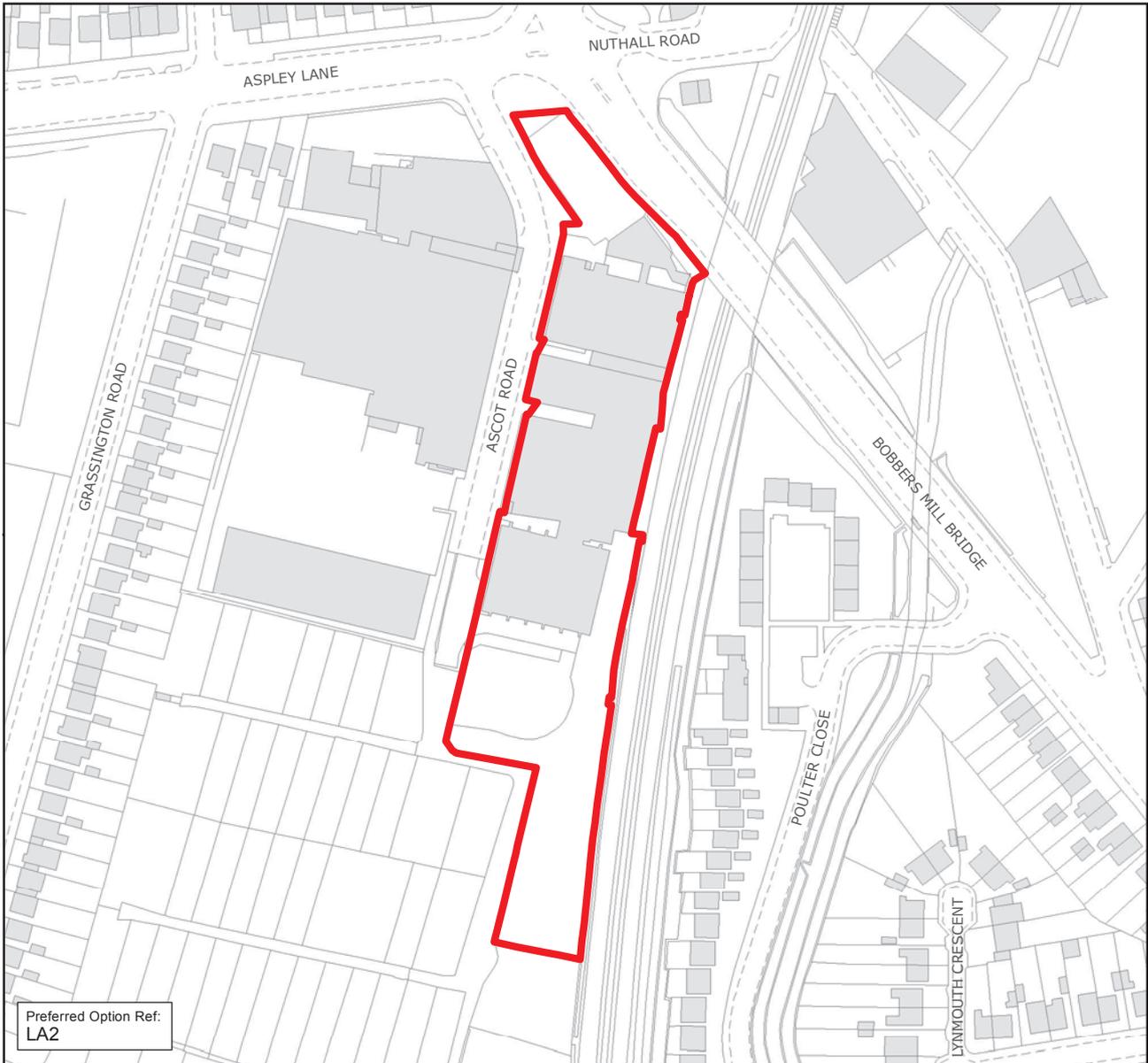
Site was put forward for residential and retail uses in the Issues and Options consultation. The site is not allocated within the Nottingham Local Plan (2005). Many buildings are derelict / cleared. Application 11/01305 for 48 dwellings was withdrawn. The site is a SHLAA site 148. The site has residential to all sides, in addition there is a railway line to the west. EA support development subject to appropriate scheme to manage flood risk. Development provides opportunities to remediate a brownfield site surrounded by residential properties, tackle flood risk and improve the LWS which runs through the centre of the site and improve walking and cycling links. It is recommended that this brownfield site is taken forward as an allocation for housing and employment to contribute to the objectives set out in the ACS.



PA30 Bobbers Mill Bridge - Bobbers Mill Industrial Estate

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? Yes	Indicative cycle route.	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: Possible	Possible contamination issues. Mixed industrial uses				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - Support subject to mitigation measures. River Leen runs through the site. Written consent needed for works within 8m of bank and 8m easement required. No flood defences so any raising of land/change in levels affecting floodplain requires appropriate equivalent compensation. SuDS and greenfield run off.				
Access:	General vehicle access potentially achievable via Plantation Side, off A610, although suitable access/egress arrangements would need to be determined. Traffic impacts upon the Nuthall Road/Aspley Lane junction would also need to be tested. A number of regular city centre bound services operate from Bobbers Mill Bridge and Alfreton Road. Existing pedestrian crossing facilities over Nuthall Road/Aspley Lane junction.				
Wider Benefits:	Regeneration of a brownfield site which could provide a remediated site, with flood risk mitigation and habitat enhancements and contribute to housing and employment requirements identified in the ACS.				
Radon Class: 1 & 3			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)		
Overview of constraints: River Leen LWS through centre of site. Toolkit recommended buffer. A large proportion of this site is located in an area of high flood risk. Possible contamination issues as mixed industrial uses Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. Within archaeological constraints area. No constraints related to HI or AQMA. Some land assembly required if a single development scheme is bought forward.					

PA31 Ascot Road - Speedo



Site Area (ha): 1.02

Ward: Leen Valley

Address: Ascot Road

Area Committee: Area 3

Overall Summary

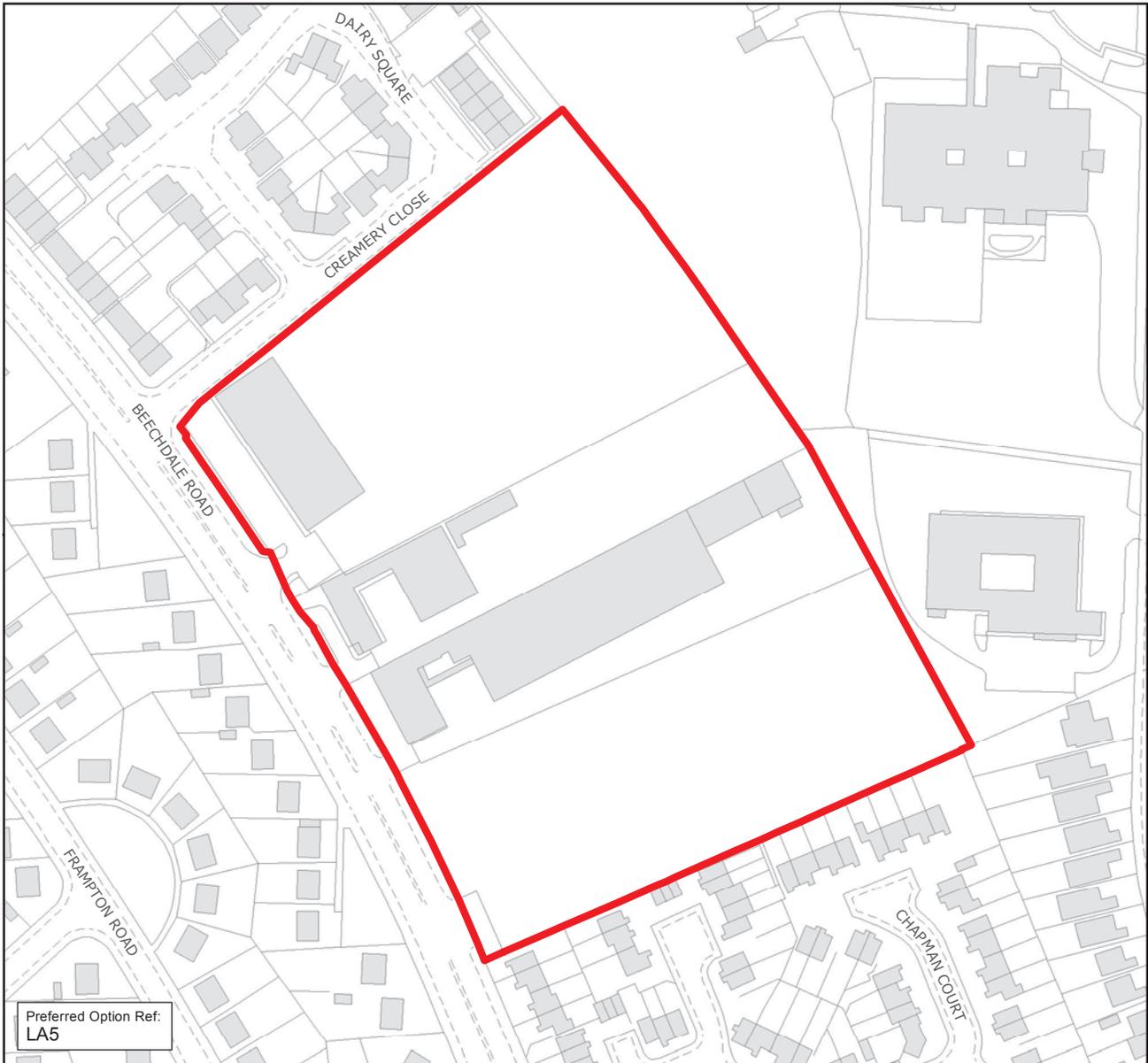
Site was put forward for mixed use in the Issues and Options consultation. Site has no designation in the Nottingham Local Plan (2005). Planning application reference 12/02931/PADA enables demolition of two storey mill complex. SHLAA site 383. Neighbouring uses are community garden/allotments, a cash & carry warehouse and a railway line. Brownfield site close to other residential areas and suitable for residential subject to flood risk mitigation. It is recommended that this site is taken forward as an allocation to contribute to meeting the housing needs set out in the ACS.



PA31 Ascot Road - Speedo

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Various former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support subject to mitigation measures. Located in area of high flood risk (Zones 3 and 2) Recently improved part of River Leen model from Basford to Lenton confirms the site floods from overland flood flow routes from the River Leen upstream along the railway line. Requires consideration in a site-specific FRA. Sequential Test required. No formal flood defences, so development or raising of land levels within the floodplain will need to be compensated for by the lowering of an equivalent area and volume of land outside, but adjacent to, the floodplain. Could be challenging within the site boundary. River Leen and Day Brook SFRA found that River Leen catchment subject to extensive urbanisation - responds rapidly to rainfall. SFRA recommends surface water runoff generated by development is restricted to greenfield rates and utilises (SuDS). Underlain by Principal Aquifer, potential for pollution to the groundwater resource – requires careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable from Ascot Road. Impacts upon Nuthall Road/Aspley Lane junction would need to be tested. Regular city centre bound buses form Bobbers Mill Bridge/Alfreton Road. Pedestrian crossing facilities recently upgraded at Nuthall Road/Aspley Lane junction.			
Wider Benefits:	Regeneration of brownfield site could provide remediated site, flood risk mitigation and habitat enhancements and contribute to housing requirements identified in the ACS.			
Radon Class: 2			Aquifer status: Secondary Aquifer	
Overview of constraints: In an area at risk of flooding (Zones 2 and 3). Possible contamination due to various former industrial uses. Underlain by a principal aquifer. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA32 Beechdale Road - South of Former Co-op Dairy



Site Area (ha): 3.13

Ward: Leen Valley

Address: Beechdale Road

Area Committee: Area 3

Overall Summary

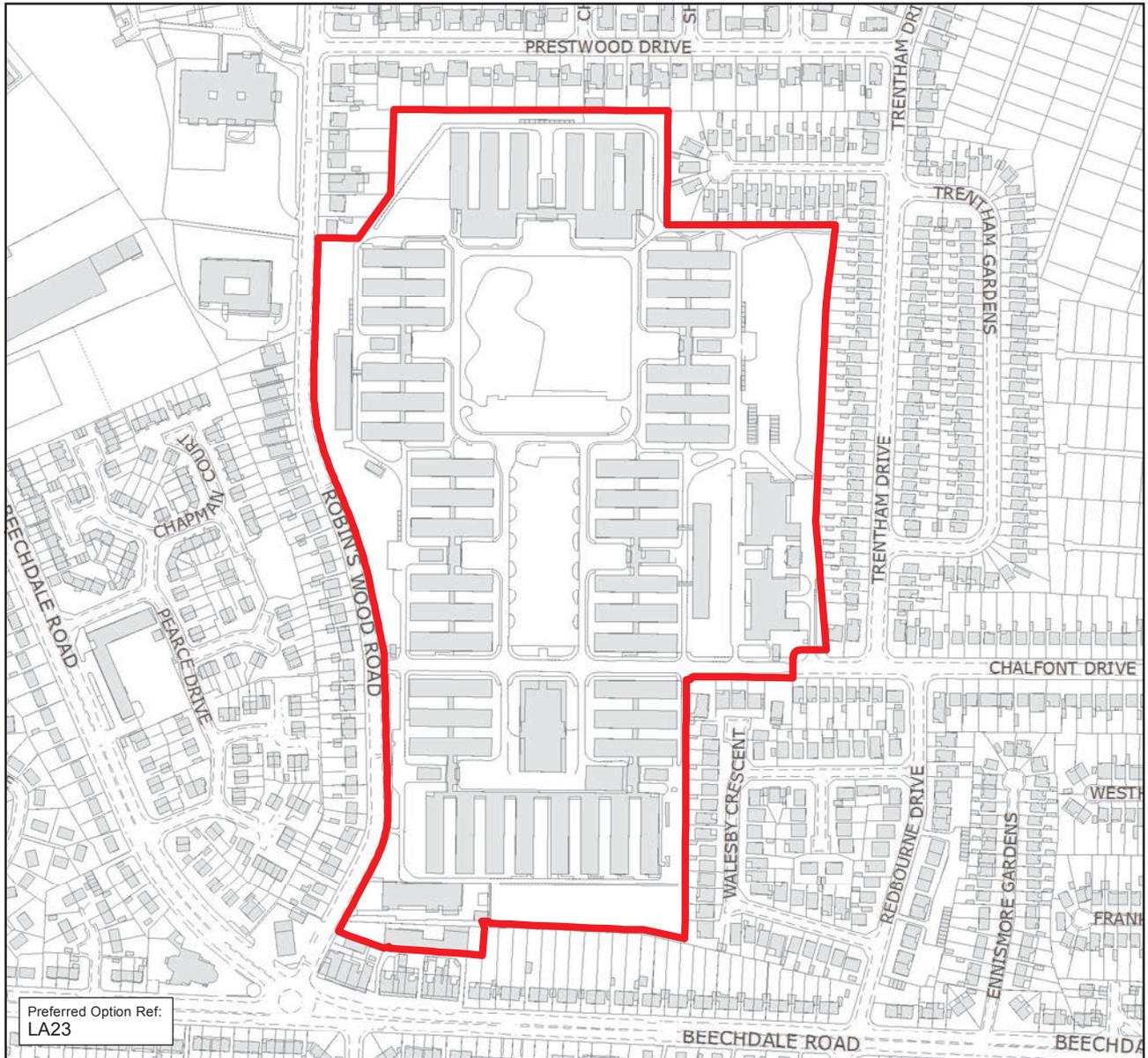
Site was put forward for residential and employment in the Issues and Options consultation. Part of this site is allocated for mixed use development (MU8.2) in the Nottingham Local Plan (2005). The surrounding area is generally of a residential nature, with a school adjacent the eastern boundary. Planning permission granted at Yeates Bus & Coach Ltd for 36 dwellings. Multiple SHLAA Sites 53 and 506. Brownfield site with potential to open up culverted water course and improve habitats/biodiversity. It is recommended that this site is taken forward as an allocation given its location, planning status and regeneration potential.



PA32 Beechdale Road - South of Former Co-op Dairy

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses, including bus depot			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Site greater than 1ha so site specific FRA required. Underlain by a Principal Aquifer, records of contamination associated with some parts of the site from the former uses of the land as a dairy. Potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Whilst the site is located outside of the floodplain (Zone 1) a culverted ordinary watercourse runs through this potential site allocation. The alignment of the culvert should be established and there should be no built development on top of the culvert. Where practicable, the opportunity should be taken to open up the watercourse, which could provide a green corridor with associated amenity and wildlife benefits. Nottingham City Council's Drainage Engineers may be able to provide further information about the culverted watercourse and will be able to advise if an easement is required should the watercourse be opened up. There is a Waste Transfer Station (Sadlers Waste) on-site. If the site is to be re-developed for a different purpose then the Environmental Permit will need to be surrendered (see General Pollution Prevention Comments).			
Access:	General vehicle access potentially achievable off Beechdale Road. Likely sufficient traffic capacity in local network. Ring Road Major proposals will improve capacity along orbital route. NCT28 (8mins) is a regular city centre bound service from Beechdale Road.			
Wider Benefits:	Regeneration of brownfield site could provide remediated site, habitat enhancements and contribute to housing requirements identified in the ACS.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Underlain by a principal aquifer. Whilst the site is located outside of the floodplain (Zone 1) EA believe there is a culverted ordinary watercourse that runs through this potential site allocation. The alignment of the culvert should be established and there should be no built development on top of the culvert. Where practicable, the opportunity should be taken to open up the watercourse, which could provide a green corridor with associated amenity and wildlife benefits. There is a Waste Transfer Station (Sadlers Waste) on-site. If the site is to be re-developed for a different purpose then the Environmental Permit will need to be surrendered (see General Pollution Prevention Comments). Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA33 Chalfont Drive - Former Government Buildings



Site Area (ha): 13.75	Ward: Leen Valley
Address: Robin's Wood Road	Area Committee: Area 3

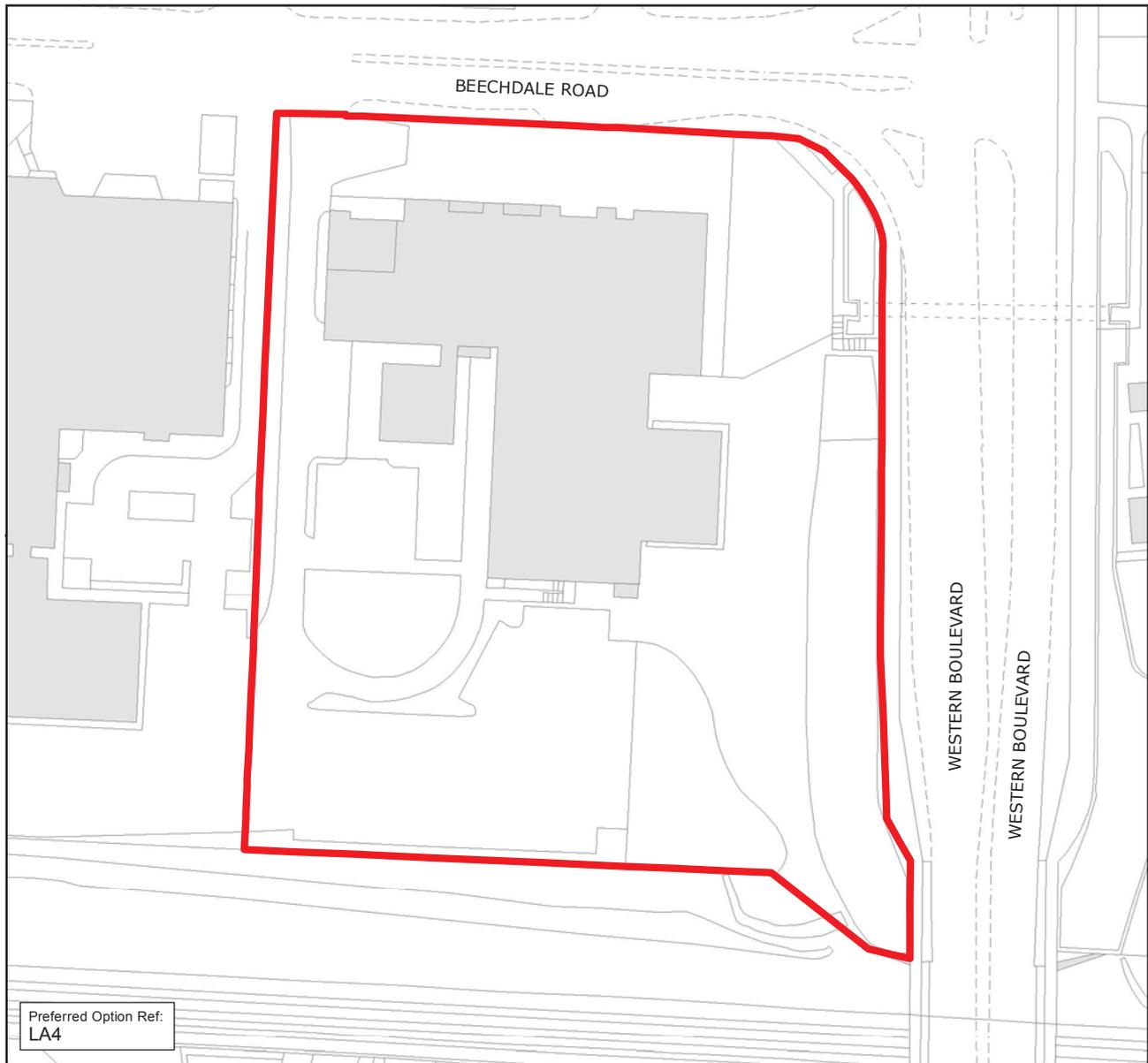
Overall Summary

Site was put forward for residential in the Issues and Options consultation. The majority of the site is not allocated within the Nottingham Local Plan (2005), though some is designated as Open Space Network. Existing uses to relocate. Site has planning permission for residential: 09/02049/POUT 475 dwellings and app for 345 dwellings on northern part of site. The site is SHLAA site 9/507. Site has residential uses to all 4 sides. Low risk of flooding, brownfield site. Suitable for residential with sensitive development to address Listed building to south of site. Given its location, brownfield and planning status it is recommended that this site is allocated for housing to contribute to meeting the housing needs identified in the ACS.

PA33 Chalfont Drive - Former Government Buildings

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major capacity improvements - subject to Full Approval. Construction provisionally programmed between 2013-15.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Govt buildings, CL & gas conditions on planning apps.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so site specific FRA required.			
Access:	General vehicle access potentially achievable from Robins Wood Road and/or Chalfont Drive. Likely sufficient traffic capacity in local network. Ring Road Major proposals will improve capacity along orbital route. NCT 8 (every 8 mins) city centre bound service operates from Beechdale Road. Site adjacent to Strelley Commuter Cycle Route.			
Wider Benefits:	Development will bring forward housing on a major brownfield site within an existing residential area. Site will make a significant contribution to meeting housing needs.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Possible contamination issues. Existing buildings, CL & gas conditions on planning apps. There is existing open space and an historic building on the site. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. There is small area of coal mining legacy within the site. No constraints related to flooding, archaeology, HI or AQMA.				

PA34 Beechdale Road - Former Beechdale Baths



Site Area (ha): 1.36	Ward: Leen Valley
Address: Beechdale Road	Area Committee: Area 3

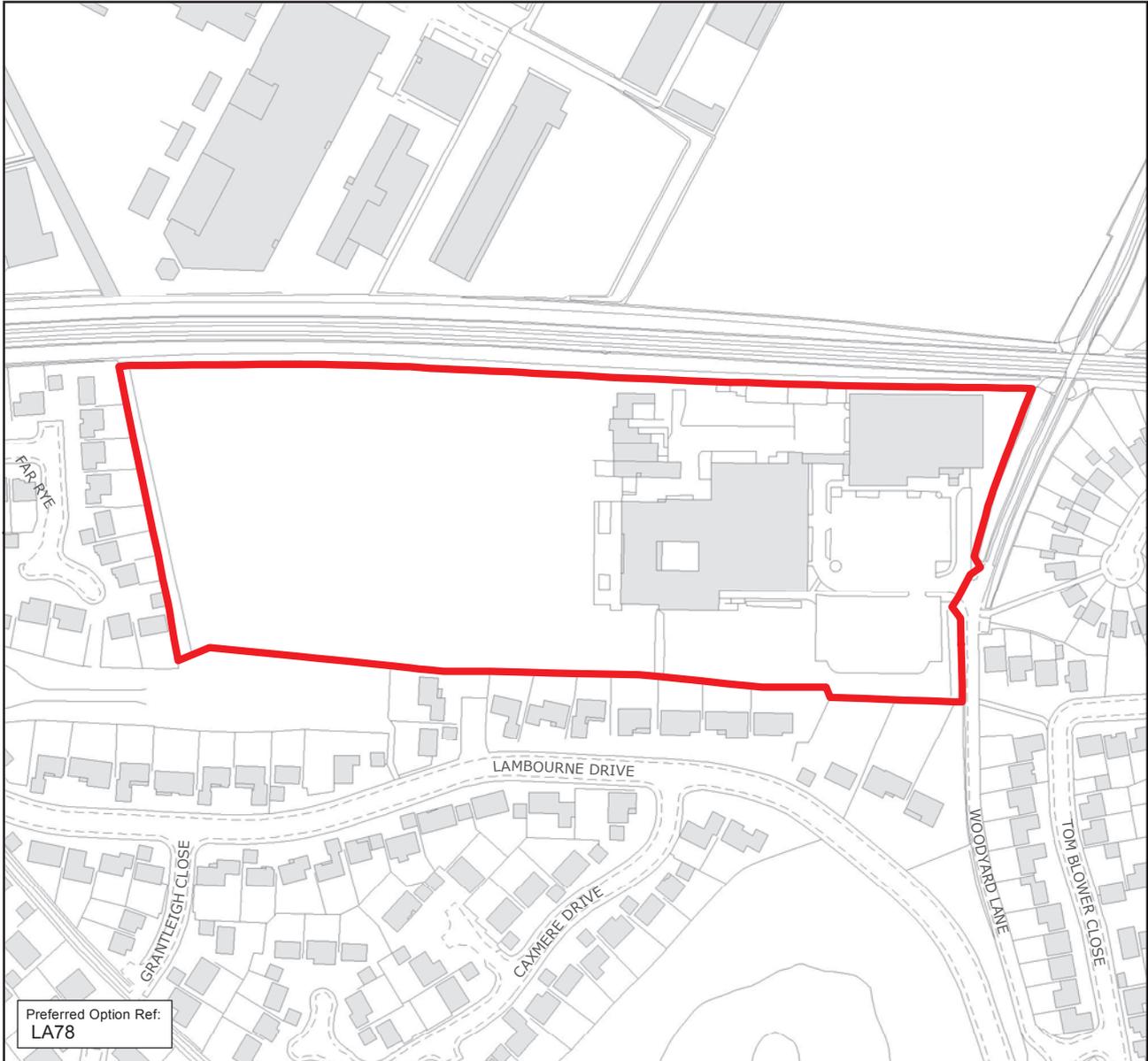
Overall Summary

Former leisure facilities relocated to Harvey Hadden Sports Village. Railway corridor borders the rear (south) of the site with the busy western Boulevard adjoining the eastern boundary. Ambulance services to the west of the site. Good public transport - main NCT route on Beechdale Road. Well placed for Nottingham University Jubilee Campus. Alternative enhanced provision for leisure has been provided at Harvey Haddon. The need for additional convenience retail use in this area has been identified within the 2008 Greater Nottingham Retail Study and 2015 Study. Given the sites location within a residential area, housing is also considered suitable for this site. Site is brownfield and at low risk of flooding. It is recommended that the site be allocated for convenience retail and residential use. Scale of retail use should be determined in relation to identified need/capacity at time of application.

PA34 Beechdale Road - Former Beechdale Baths

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Ring Road Major TR2.3 is adjacent to the site boundary. Does not conflict with site boundary, but vehicle access arrangements would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major, which is provisionally programmed between 2013 and 2015, subject to Full Approval process. Train station safeguarding to the south east of the site boundary.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Site levels fall away from north to south from the Beechdale Road Level.			
Known contamination: Possible	Possible contamination issues. Vehicle stabling, baths infrastructure			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Site greater than 1ha so site specific FRA required. Underlain by principle aquifer - development may have potential to cause pollution to groundwater			
Access:	Vehicle access potentially achievable off Beechdale Road, offset from Beechdale Road/Western Boulevard junction. Likely sufficient traffic capacity within the local network, with Ring Road Major enhancing traffic capacity. NCT 28 (8 mins) is a regular city centre bound bus service which serves the site. NCN6 Cycle Route and Ring Road cycle facilities adjacent to the site.			
Wider Benefits:	Large brownfield site within an established residential area recognised as deficient in terms of the range of food retail facilities - food retail of appropriate scale could address current deficiencies. Could contribute to meeting housing needs identified in the ACS.			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: The Environment Agency have identified that the site is underlain by a principle aquifer. Future development may have the potential to cause pollution of the underlying groundwater and will require careful consideration and an environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA35 Woodyard Lane - Siemens



Site Area (ha): 3.74

Ward: Wollaton West

Address: Lambourne Drive

Area Committee: Area 7

Overall Summary

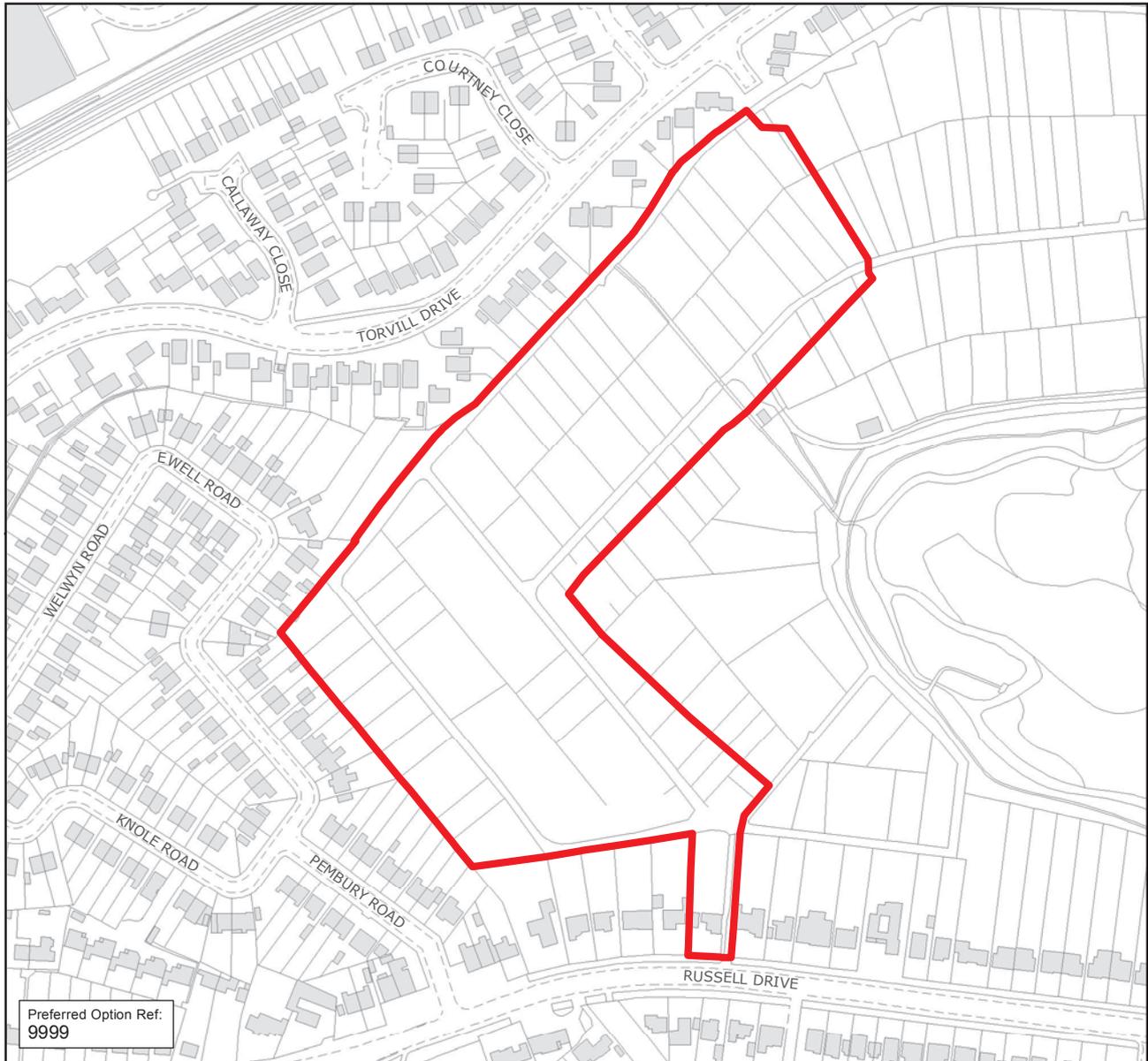
Site is partly located within the open space network in the Nottingham Local Plan (2005). Train line to north. Site is in active use as employment. Site is located in an established residential area. Site was put forward for residential and community facilities in the Issues and Options consultation. Site location is suitable for housing, part brownfield and at low flood risk. Development provides opportunities to provide publicly accessible open space. It is recommended that this site is taken forward as an allocation to meet the housing needs of the ACS.



PA35 Woodyard Lane - Siemens

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.8 Hallowell Drive safeguarded for highway improvement
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Electricity depot			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Site greater than 1ha so site specific flood risk assessment required.			
Access:	Potential vehicle access via Hallowell Drive (unadopted), off Lambourne Drive. Alternatively Woodyard Lane, which is a single lane road (although 2 cars can pass at low speed). Traffic capacity issues unlikely. No city centre bound bus services directly serving the site. Nearest bus services further afield on Wollaton Road.			
Wider Benefits:	Part of site is brownfield and within an established residential area with the potential to contribute to meeting the housing needs identified in the ACS. Open space not currently publicly accessible - opportunities to provide accessible open space.			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Possible contamination issues. Train line to north. Within two archaeological constraint areas. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. There is coal mining legacy within the site. No constraints related to flooding, HI or AQMA.				

PA36 Russell Drive - Radford Bridge Allotments



Site Area (ha): 3.85	Ward: Wollaton West
Address: Russell Drive	Area Committee: N/A

Overall Summary

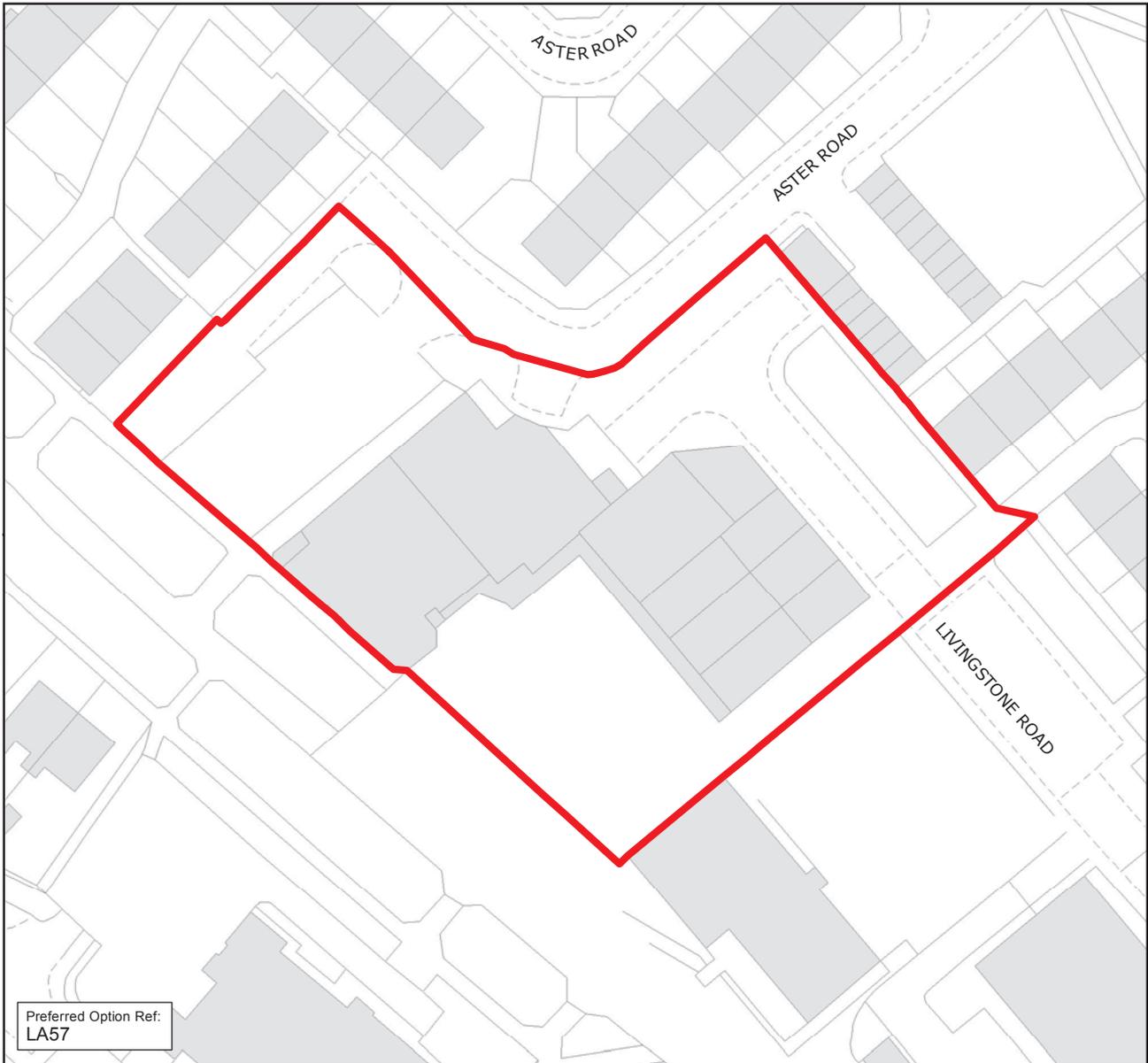
Site designated as allotments and open space in the 2005 Local Plan. Site not included in Issues and Options or Preferred Options. Following refusal of permission for residential development, planning permission was granted on appeal in May 2014 for a scheme of 110 dwellings, reversion of allotments, new public open space, access, drainage and ecological enhancement. Given the recent planning history it is recommended that the site be allocated for residential development.



PA36 Russell Drive - Radford Bridge Allotments

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Site in flood zone 1 - low risk of flooding.			
Access:	Appeal conditions seek access/new junction from Russell Drive			
Wider Benefits:	Provision of housing to meet the needs identified in the ACS, reprovion of allotments.			
Radon Class: Information not available			Aquifer status: Information not available	
Overview of constraints: Close to Martins Pond LWS and Martins Pond Nature Reserve Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA37 Robin Hood Chase



Site Area (ha): 0.47

Ward:

St Ann's

Address: St Ann's Well Road

Area Committee: Area 6

Overall Summary

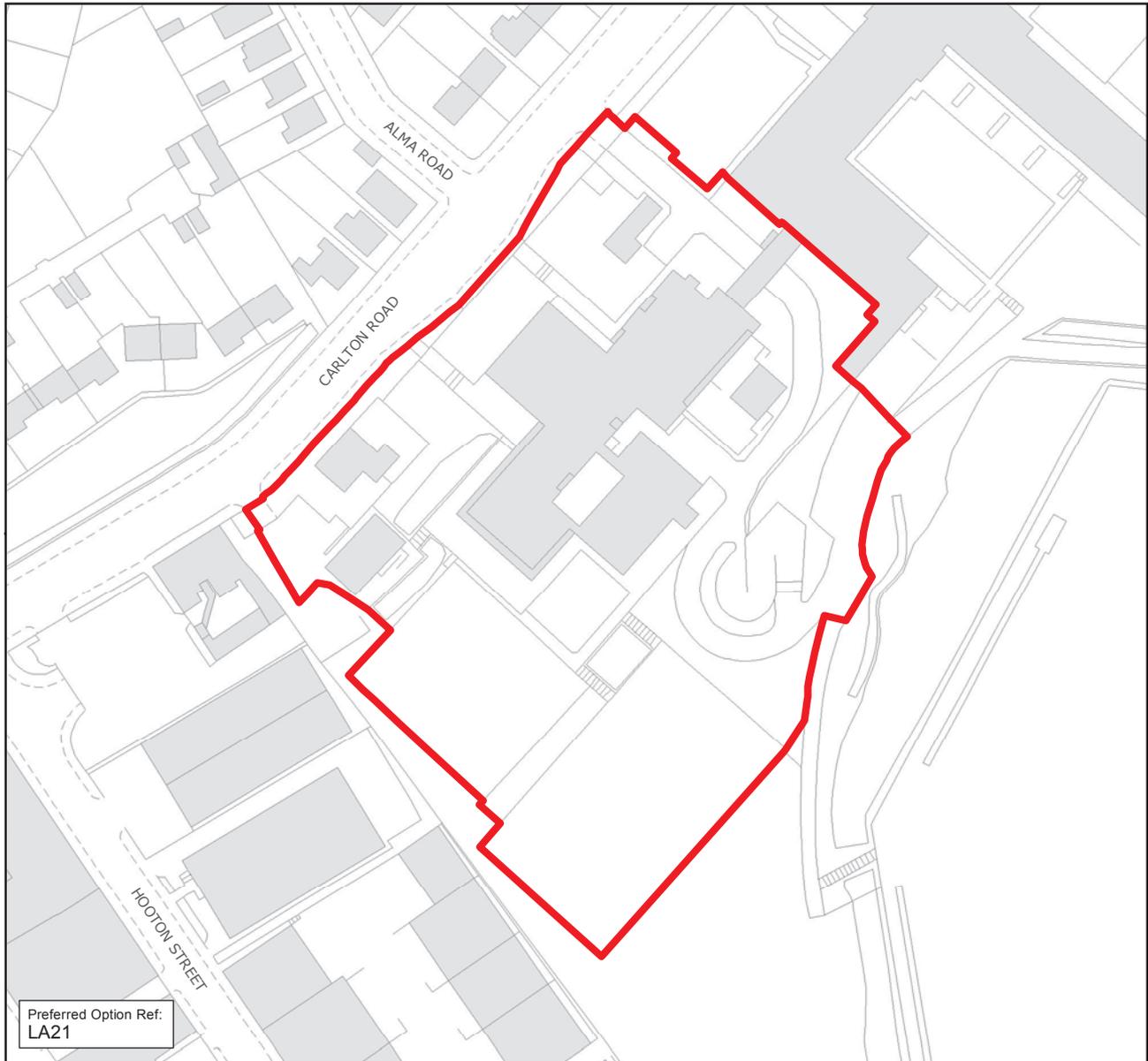
Identified as a Local Centre in the Nottingham Local Plan (2005), this site has been partly developed through the provision of a new Joint Service Centre (ref: 10/00627/PRES4). There are a number of buildings on site, many of which are vacant, demolition has commenced (ref: 12/02429/PADA). The surrounding area is residential in nature. The boundary of the site has changed to reflect the remaining phase to be completed. Browfield site, at low flood risk and suitable for housing, has outline permission. It is recommended that this site is taken forward as an allocation.



PA37 Robin Hood Chase

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: None	Level differences across the site.				
Known contamination: Possible	CL issues - Under investigation, Former historic uses				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - Support subject to mitigation. This site falls within Source Protection Zone 3 EA hold records of contamination associated with some parts of the site from the former uses of the land. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment.				
Access:	General vehicle access potentially achievable from Aster Road and/or Livingston Road. Likely sufficient traffic capacity in local network. Regular city centre bound buses on St. Ann's Wells Road.				
Wider Benefits:	Development would have regeneration benefits including housing and community facilities on a brownfield site in an established residential area. Potential for low carbon energy through connection to District Heating System.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Within Source Protection Zone 3 and has contamination associated with some parts of the site from former uses. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA38 Carlton Road - Former Castle College



Site Area (ha): 1.28

Ward:

St Ann's

Address: Carlton Road

Area Committee: Area 6

Overall Summary

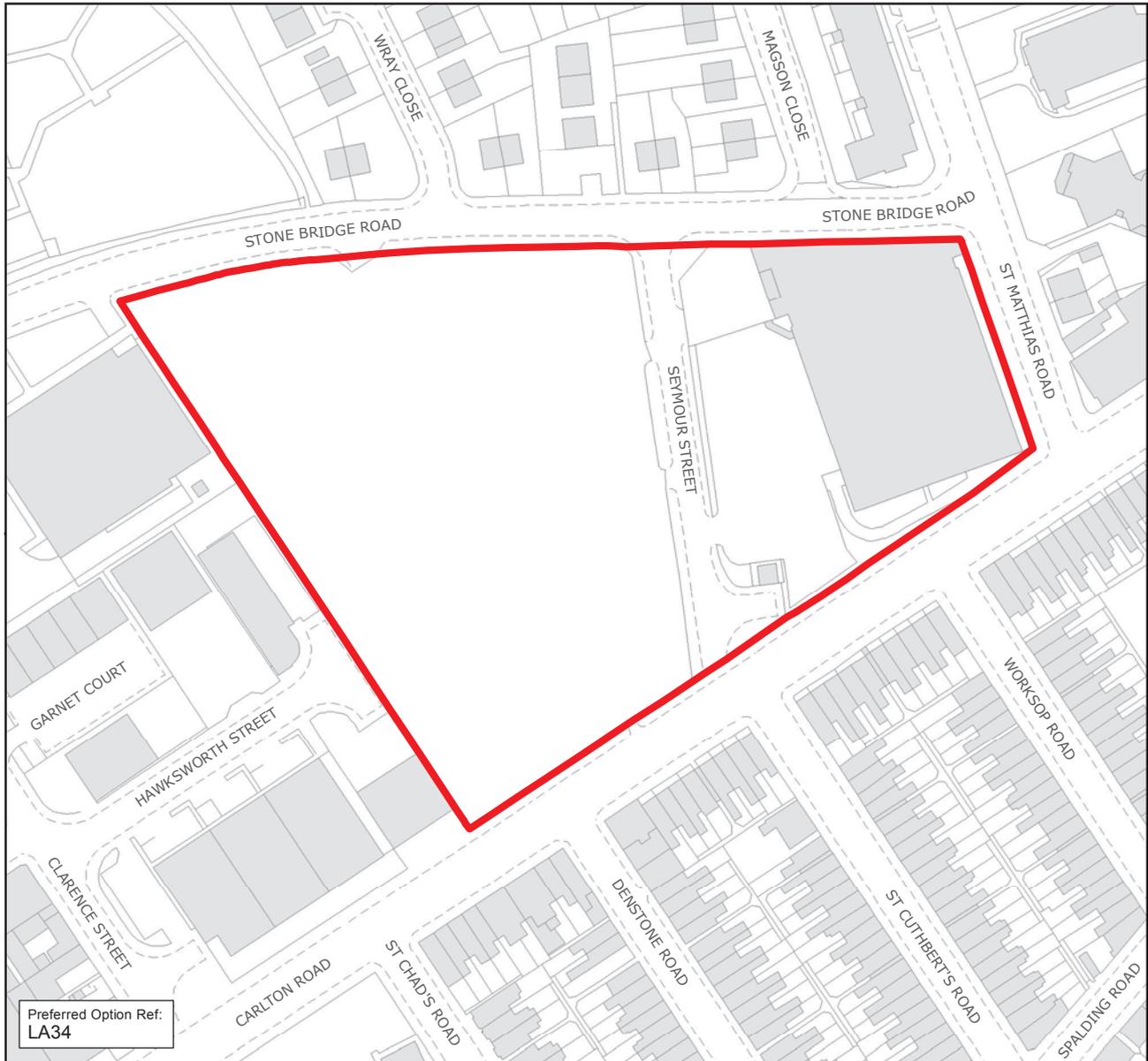
Site area reduced as the proportion designated as part of the open space network in the Nottingham Local Plan (2005) has been removed from this allocation. Neighbouring uses are generally residential in nature, with a college and employment uses to the north and west. Smaller site is allocated as residential, employment or retail uses. Largely cleared brownfield site, low flood risk and suitable for housing, employment, community and education uses. It is recommended that the site is included as a site allocation.



PA38 Carlton Road - Former Castle College

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Varied			
Known contamination: Yes	Known contamination issues. closed landfill, ground pollution - particularly rear of site.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so site specific FRA required.			
Access:	General vehicle access potentially achievable via Carlton Road. Likely sufficient capacity in local network. Regular city centre bound buses on Carlton Road. Cycle Route provision on Carlton Road.			
Wider Benefits:	Largely cleared brownfield site capable of providing housing, employment, community and education uses. Potential for positive enhancements to streetscape.			
Radon Class: 1			Aquifer status: Non-productive	
Overview of constraints: Known contamination issues (closed landfill, ground pollution) - rear of site. Potentially high ambient noise levels, may require sound insulation and appropriate ventilation. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA39 Carlton Road - Former Albany Works Site and Co-op



Site Area (ha): 1.98	Ward: St Ann's
Address: Carlton Road	Area Committee: Area 6

Overall Summary

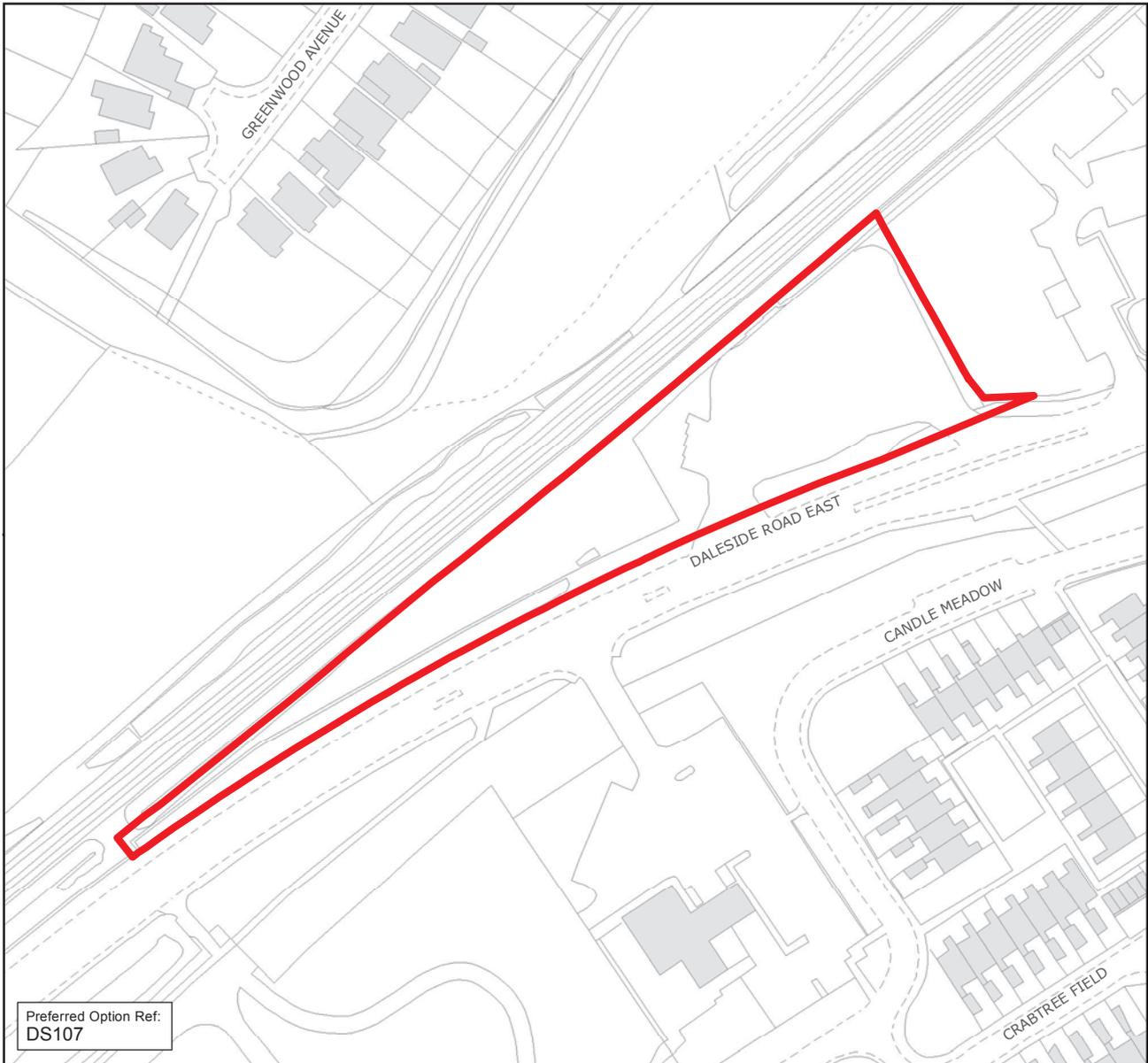
This site, in part, sits within a Local Centre as identified in the Nottingham Local Plan (2005). Neighbouring uses include residential properties, a library, retail and employment/industry. Pre Application discussion regarding the development of the site for retail and residential and this supports the continued allocation of the site for these purposes. The site is brownfield, at low risk of flooding and suitable for residential and retail development. Potential for low carbon energy supply via District Heating System. It is recommended that the site is included as an allocation to contribute to meeting the objectives of the ACS.



PA39 Carlton Road - Former Albany Works Site and Co-op

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. This potential site allocation is underlain by a Secondary Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable via Carlton Road and/or St. Mathius Road and Stonebridge Road. Further detailed assessment of traffic capacity impacts may be required, depending upon scale of any development. Regular city centre bound bus services on Carlton Road. Cycle route provision on Carlton Road.			
Wider Benefits:	Partially cleared site with vacant building which does not make a positive contribution to the local area. Development would regenerate a brownfield site providing active frontages and new housing.			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Underlain by Secondary aquifer and has possible ground contamination issues from former industrial uses. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA40 Daleside Road - Former Colwick Service Station



Site Area (ha): 0.54

Ward: Dales

Address: Daleside Road

Area Committee: Area 6

Overall Summary

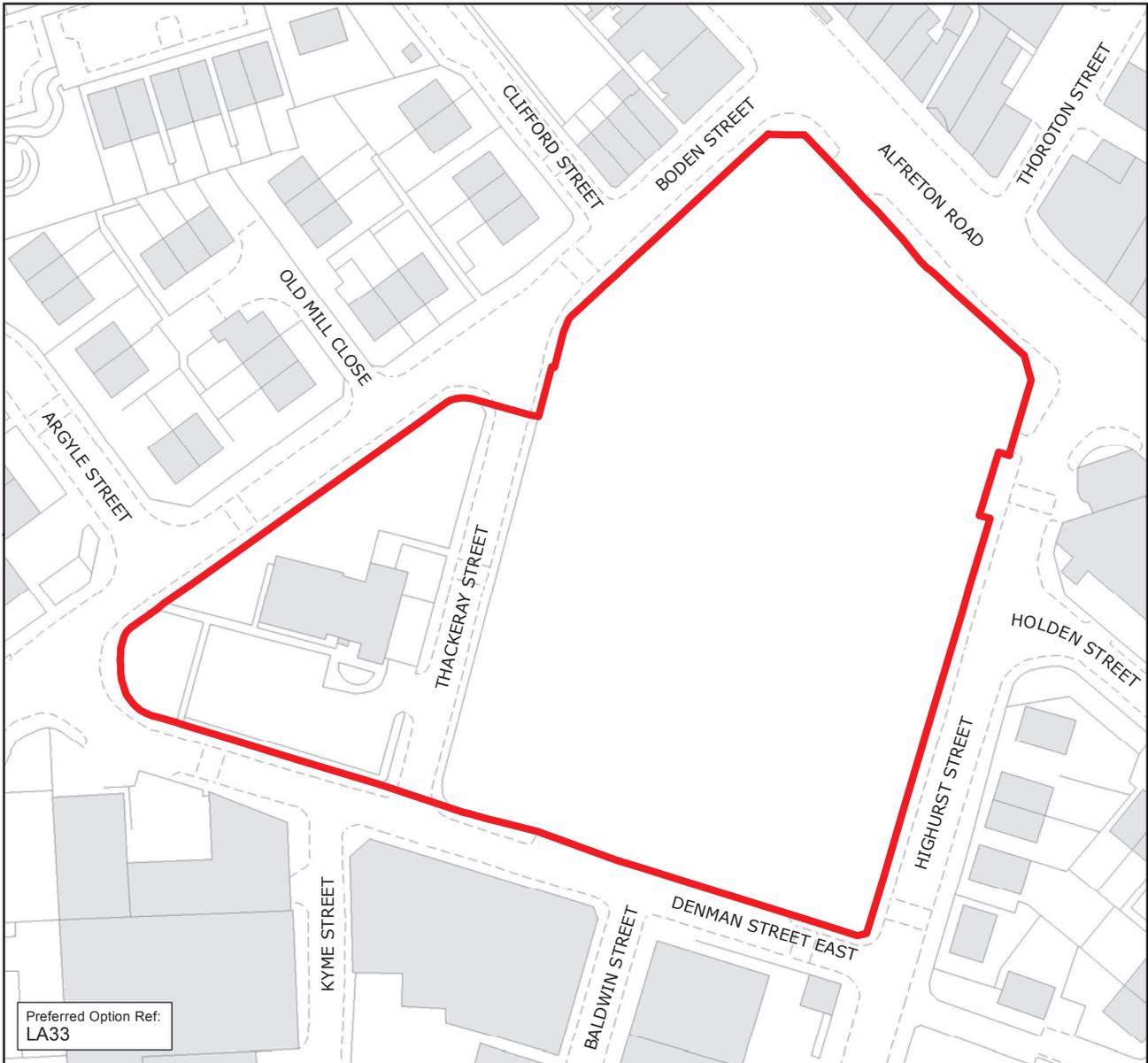
Previous planning permission for residential development and permission granted July 2015 for application for 16 dwellings. The site is currently vacant. It was not put forward at the issues and options stage. Part of this site is designated as Green Belt in the Nottingham Local Plan (2005). Brownfield cleared site, principle of residential use established via appeal. Recommended that the site be allocated to contribute to the housing needs set out in the ACS.



PA40 Daleside Road - Former Colwick Service Station

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	Daleside Road TR2.11
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Site in Flood Zone 3. Sequential Test needed. Site specific FRA required. Underlain by secondary aquifer and within source protection zone 3 - pollution of ground water to be avoided.			
Access:	General vehicle access potentially achievable via Daleside Road. Sufficient traffic capacity likely on A612 Corridor. City centre bound bus routes located on Daleside Road			
Wider Benefits:	Brownfield cleared site could deliver housing and enhancements to green corridors			
Radon Class: Information not available			Aquifer status: Secondary Aquifer	
Overview of constraints: Part of the site is within the Green Belt. Part of site within flood zone 3. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA. Adjacent to Colwick Woods LWS, Colwick Woods Nature Reserve, Roughhill Wood Geological Site Underlain by secondary aquifer and within source protection zone 3 - pollution of ground water to be avoided.				

PA41 Alfreton Road - Forest Mill



Preferred Option Ref:
LA33

Site Area (ha): 1.2	Ward: Radford and Park
Address: Denman Street	Area Committee: Area 4

Overall Summary

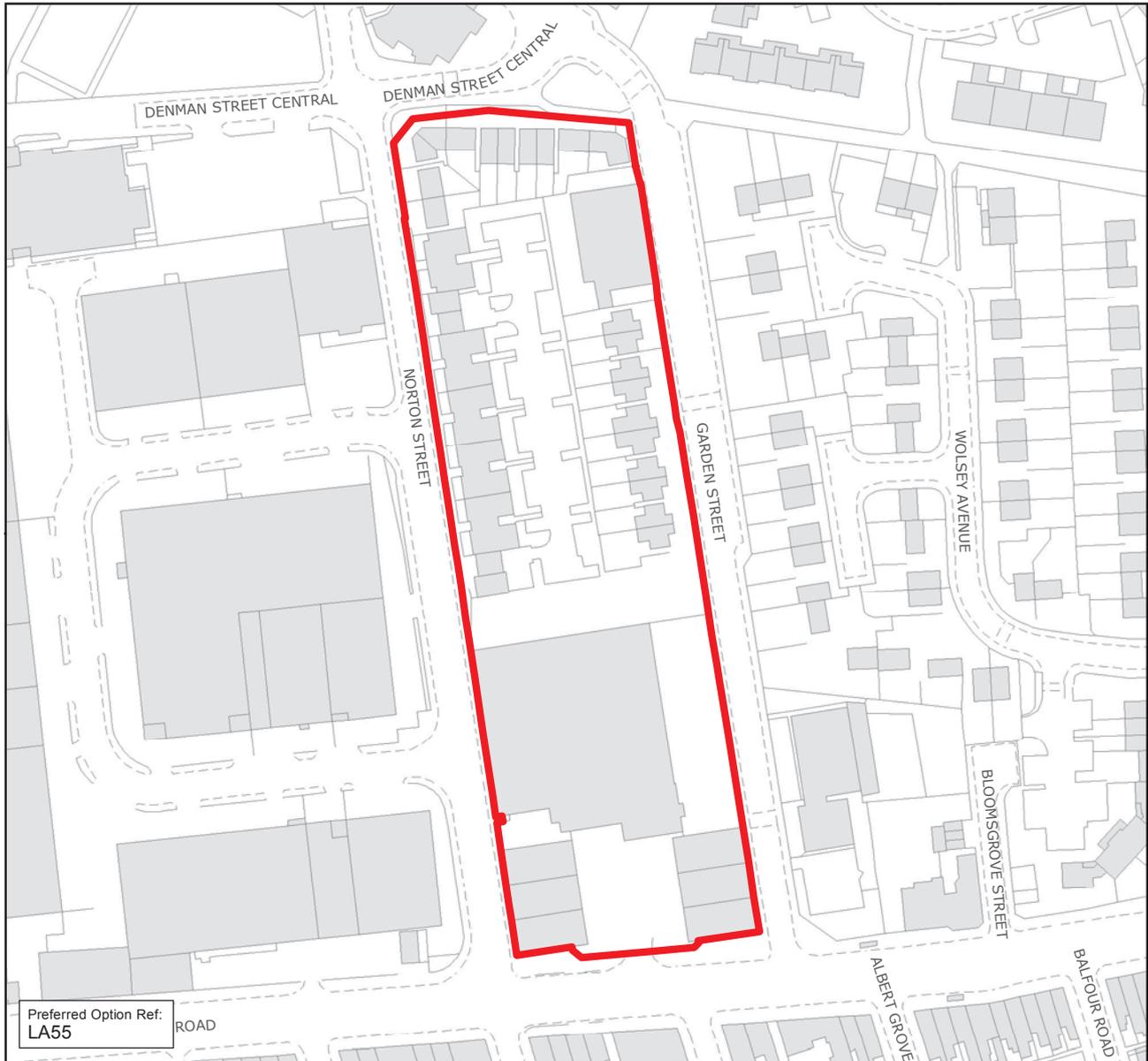
A prominent site on the south side of Alfreton Road, fronting Highhurst Street, Denman Street East and Boden Street, allocated for mixed use (MU8.5) in the Nottingham Local Plan (2005), bounding an identified Local Centre. Neighbouring uses are residential, commercial and industrial in nature. Conservation Area Consent (ref: 11/01244/LCAC1) for demolition was granted in January 2012 and this has commenced. Prominent brownfield site, part cleared and at low flood risk which detracts the local centre. Opportunities for positive regeneration to contribute to housing, retail and employment. It is recommended that this site is taken forward as an allocation.



PA41 Alfreton Road - Forest Mill

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Reduction in ground level generally falling from northeast to southwest.			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. This site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable from Highurst Street, Boden Street and Denman Street. Likely sufficient traffic capacity in local network. Regular city centre bound bus services from Alfreton Road.			
Wider Benefits:	The site does not contribute to the local area and detracts from the conservation area. Development would have positive regeneration benefits, providing retail, employment opportunities and housing.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Possible land contamination issues. The site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Site is located within the boundary of Gamble Street/Alfreton Road Conservation Area. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, HI or AQMA.				

PA42 Ilkeston Road - Radford Mill



Site Area (ha): 1.36	Ward: Radford and Park
Address: Garden Street/Ilkeston Road	Area Committee: Area 4

Overall Summary

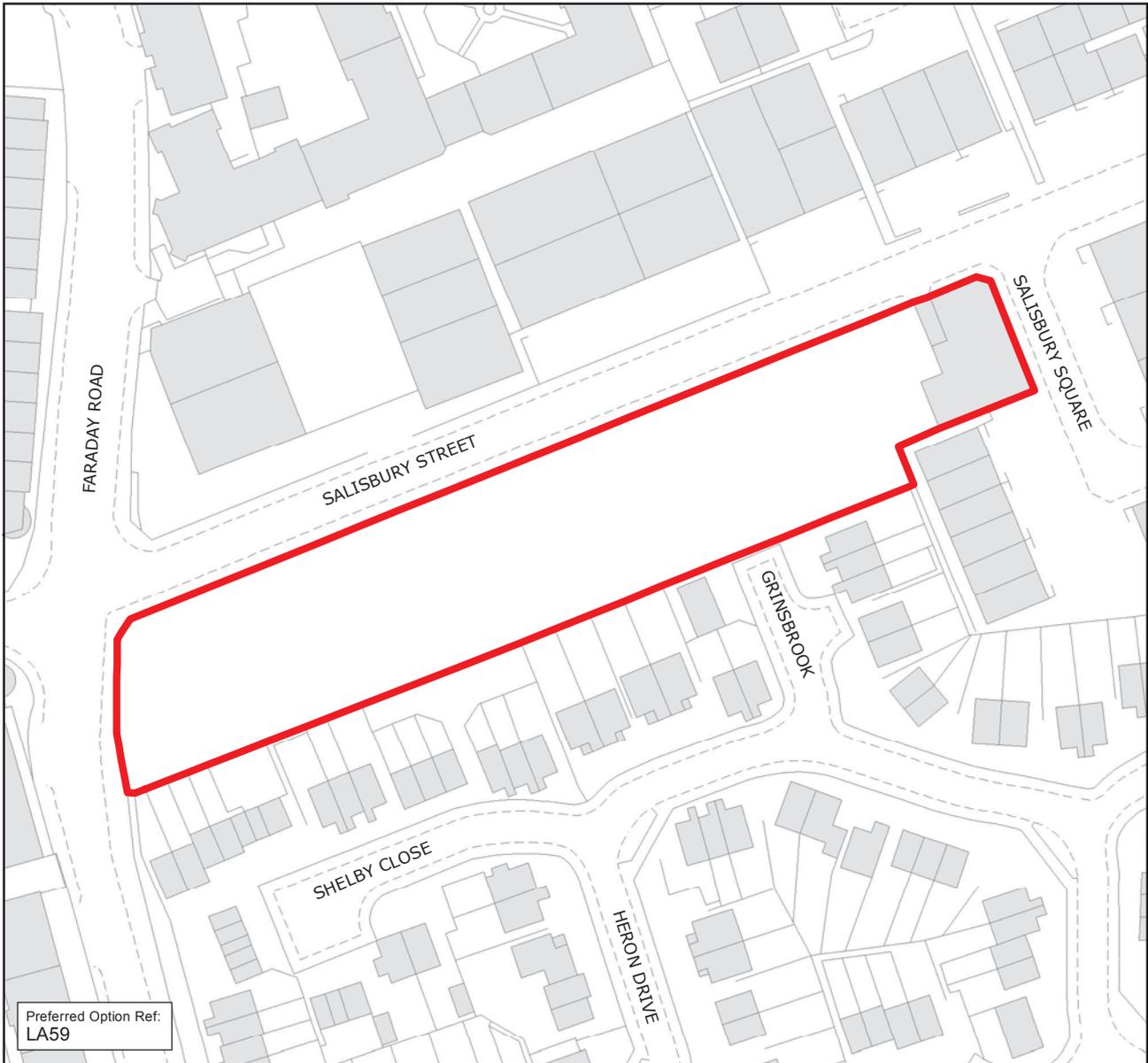
The rear of this site has been demolished to facilitate residential development (ref: 12/02868/PADA). The remainder of the site to the south fronting Alfreton Road remains employment/industrial accommodation with a relatively low level of occupancy remaining. The site lies opposite a small Local Centre. Brownfield site, at low risk of flooding with planning consent for residential to rear of site. It is recommended that this site is taken forward as an allocation to contribute to the housing needs identified in the ACS.



PA42 Ilkeston Road - Radford Mill

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support subject to mitigation. This site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable via Norton Street and/or Garden Street. Likely sufficient traffic capacity in local network. Regular city centre bound buses on Ilkeston Road. Served by Strelley commuter cycle route.			
Wider Benefits:	Brownfield site, rear part of site cleared. Development would have regeneration benefits and could provide employment opportunities and housing.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Possible land contamination issues. The site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. English Heritage consider some of the buildings on site to have clear heritage value and could be regarded as locally significant heritage assets (NB buildings to rear now demolished). Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, , HI or AQMA.				

PA43 Salisbury Street



Site Area (ha): 0.52	Ward: Radford and Park
Address: Faraday Road	Area Committee: Area 4

Overall Summary

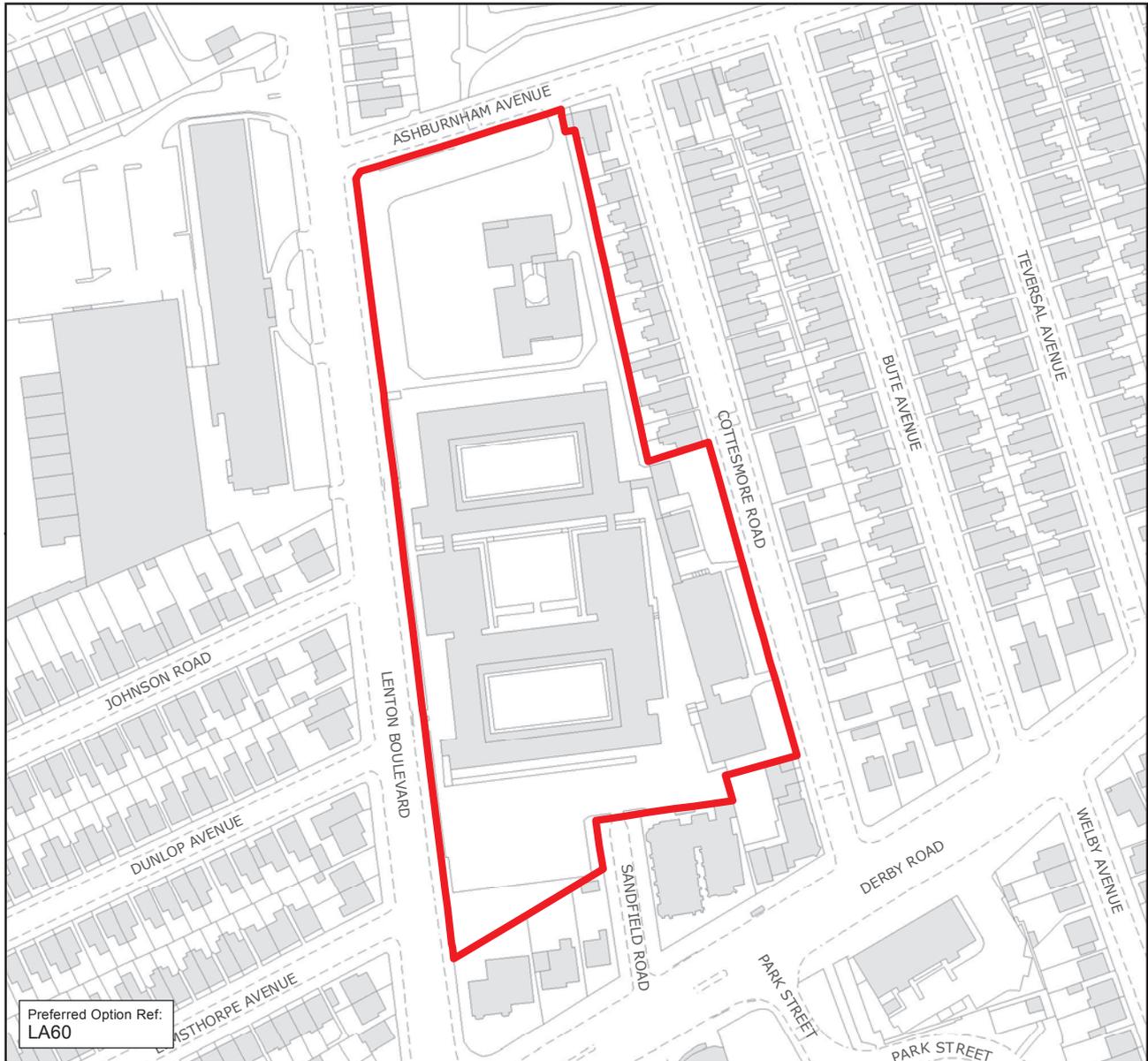
This site, vacant and cleared, is allocated for residential and/or employment uses (E2.8) in the Nottingham Local Plan (2005). A planning application (ref: 09/00572/PFUL3) was granted at Committee in 2009 subject to the signing of an S106 but to date, this has not happened and the permission has not been formally issued. The scheme involves student accommodation, family housing and apartments. The site is located in an area with a mix of residential and industrial properties, identified to have a high student concentration. This is a cleared brownfield site suitable for residential use and small scale retail. It is recommended that this site is taken forward as an allocation to contribute to meeting the housing needs identified in the ACS.



PA43 Salisbury Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues due for former uses.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Site is predominantly within Flood Zone 1, however, the western boundary (Faraday Road) is located within an area at high risk of flooding. The River Leen and Day Brook 2011 model demonstrates that Faraday Road could be subject to flooding in a 1 in 20 year event. Therefore access/egress arrangements should consider alternative routes to and from the development for periods of flooding on the river Leen. Mitigation measures to include finished door level of 600mm above 1 in 100 year plus climate change floodplain heights. FRA must consider impact of Leen. Encourage SuDS to be incorporated within development and encourage greenfield runoff rates are achieved from surface water drainage scheme. Site is underlain by principal aquifer. Due to previous use, future development may have potential to cause pollution of the underlying groundwater and will require careful consideration and an environmental assessment.			
Access:	Vehicle access potentially achievable via Faraday Road and/or Salisbury Road. Likely sufficient traffic capacity within local network. No bus services directly serving the site. Nearest city centre bound bus services on Derby Road and Ilkeston Road - high frequency.			
Wider Benefits:	Development would bring forward a cleared brownfield site and contribute to meeting housing needs set out in the ACS.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: Most of site at low flood risk but western boundary (Faraday Road) of the site is located within an area of high risk of flooding (zones 2 and 3). Possible land contamination issues. Site is underlain by principal aquifer Within minerals safeguarding area and hazardous installation consultation zone. - requires consideration prior to development but not considered a barrier to development. There is coal mining legacy within the site. No constraints related to archaeology, heritage or AQMA.				

PA44 Derby Road - Sandfield Centre



Site Area (ha): 1.85	Ward: Radford and Park
Address: Derby Road	Area Committee: Area 4

Overall Summary

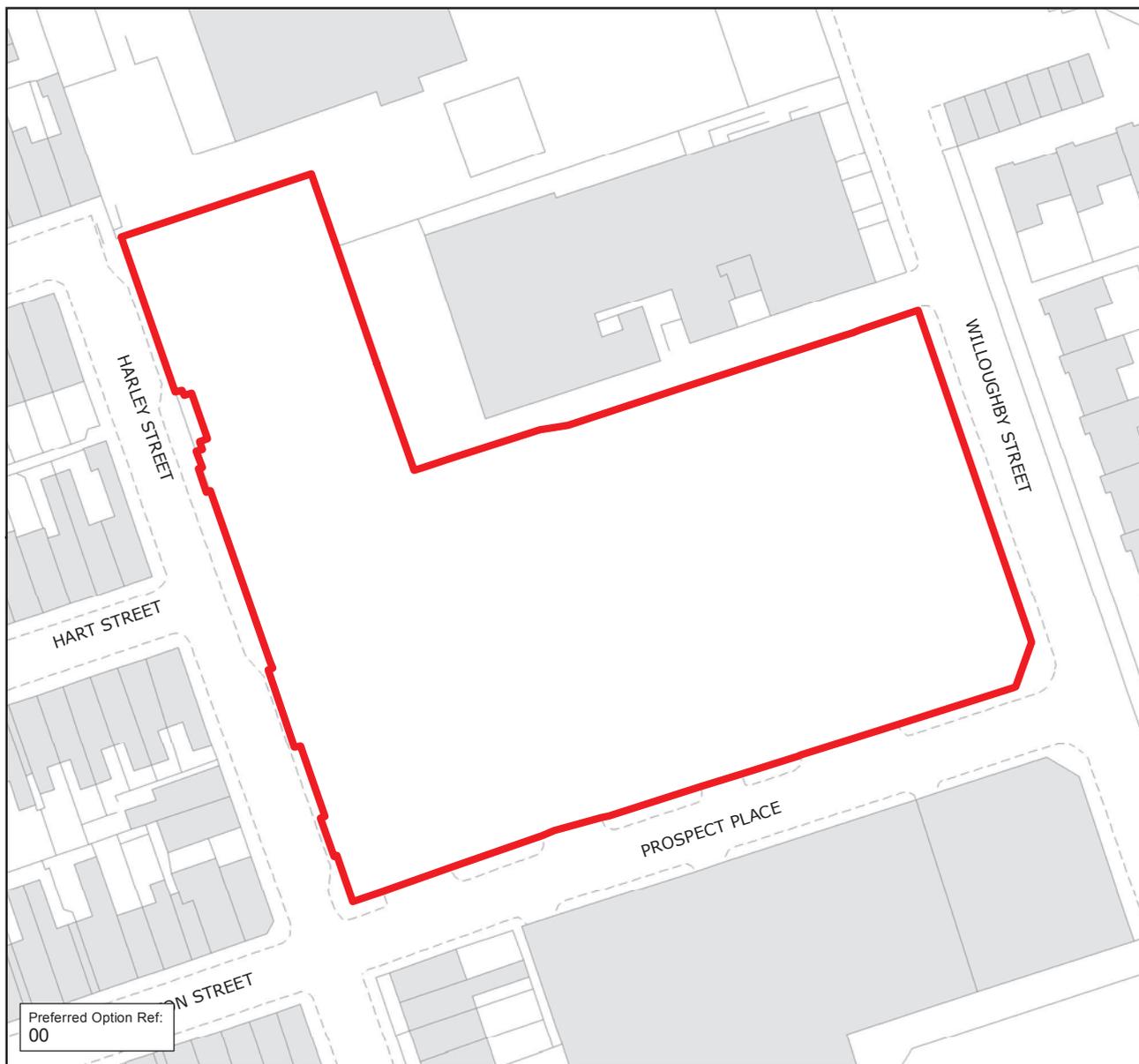
The site, currently vacant but not cleared, approval for demolition of buildings. No particular land use designation in the Nottingham Local Plan (2005). It is positioned at the junction of Lenton Boulevard and Derby Road, opposite the Lenton flats regeneration area. The surrounding area is generally of a residential nature. Planning application under consideration for residential development. Accessible, brownfield site at low flood risk of flooding. Suitable for housing and supporting ancillary uses. It is recommended that this site is taken forward as an allocation to contribute to meeting the housing needs identified in the ACS.



PA44 Derby Road - Sandfield Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	No obvious contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. This site is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable via Lenton Boulevard or Sandfield Road, although would need to be set back from Lenton Boulevard/Derby Road junction. Capacity considerations upon Derby Road corridor and Derby Road/Lenton Boulevard junction would need to be determined. Regular city centre bound buses on Derby Road and Ilkeston Road.			
Wider Benefits:	Large brownfield site within an established residential area with the potential to make a significant contribution to meeting the housing needs identified in the ACS.			
Radon Class: 1		Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: No obvious contamination issues but the EA advise that the site is underlain by a Principal Aquifer. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA (close to Lenton Methodist Church Wall LWS but not considered a constraint).				

PA45 Prospect Place



Site Area (ha): 1.85	Ward: Dunkirk and Lenton
Address: Prospect Place	Area Committee: Area 4

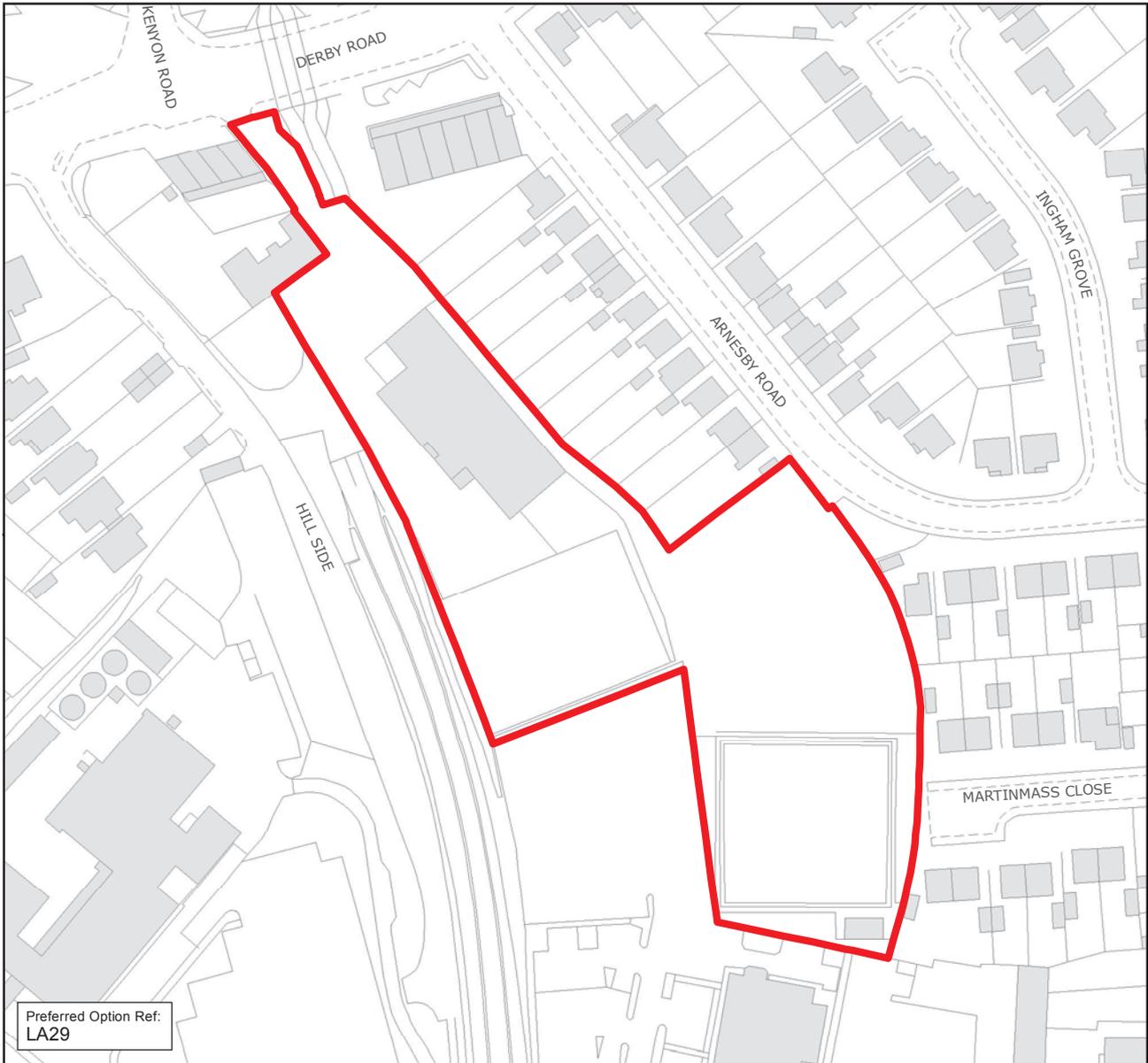
Overall Summary
 No particular designation in Local Plan 2005. Cleared site surrounded largely by residential uses, community centre and business uses to south. This is a cleared brownfield site, at low flood risk and suitable for residential development. It is recommended that the site is allocated to contribute to meeting the housing needs set out within the ACS.



PA45 Prospect Place

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA comments. This potential site allocation is underlain by a Principal Aquifer and located within Source Protection Zone 3, where groundwater is sensitive to pollution and will require careful consideration and an environmental assessment. Site is greater than 1ha - a flood risk assessment will need to consider flood risk from all sources and provide a scheme for the sustainable management of surface water.			
Access:	Bus routes on Castle Boulevard. High frequency services on Derby Road			
Wider Benefits:	Development will bring forward a cleared brownfield site.			
Radon Class: Information not available		Aquifer status: Information not available		
Overview of constraints: Underlain by a Principal Aquifer and located within Source Protection Zone 3, where groundwater is sensitive to pollution and will require careful consideration and an environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.				

PA46 Derby Road - Former Hillside Club



Site Area (ha): 1.08

Ward: Dunkirk and Lenton

Address: Leen Gate

Area Committee: Area 8

Overall Summary

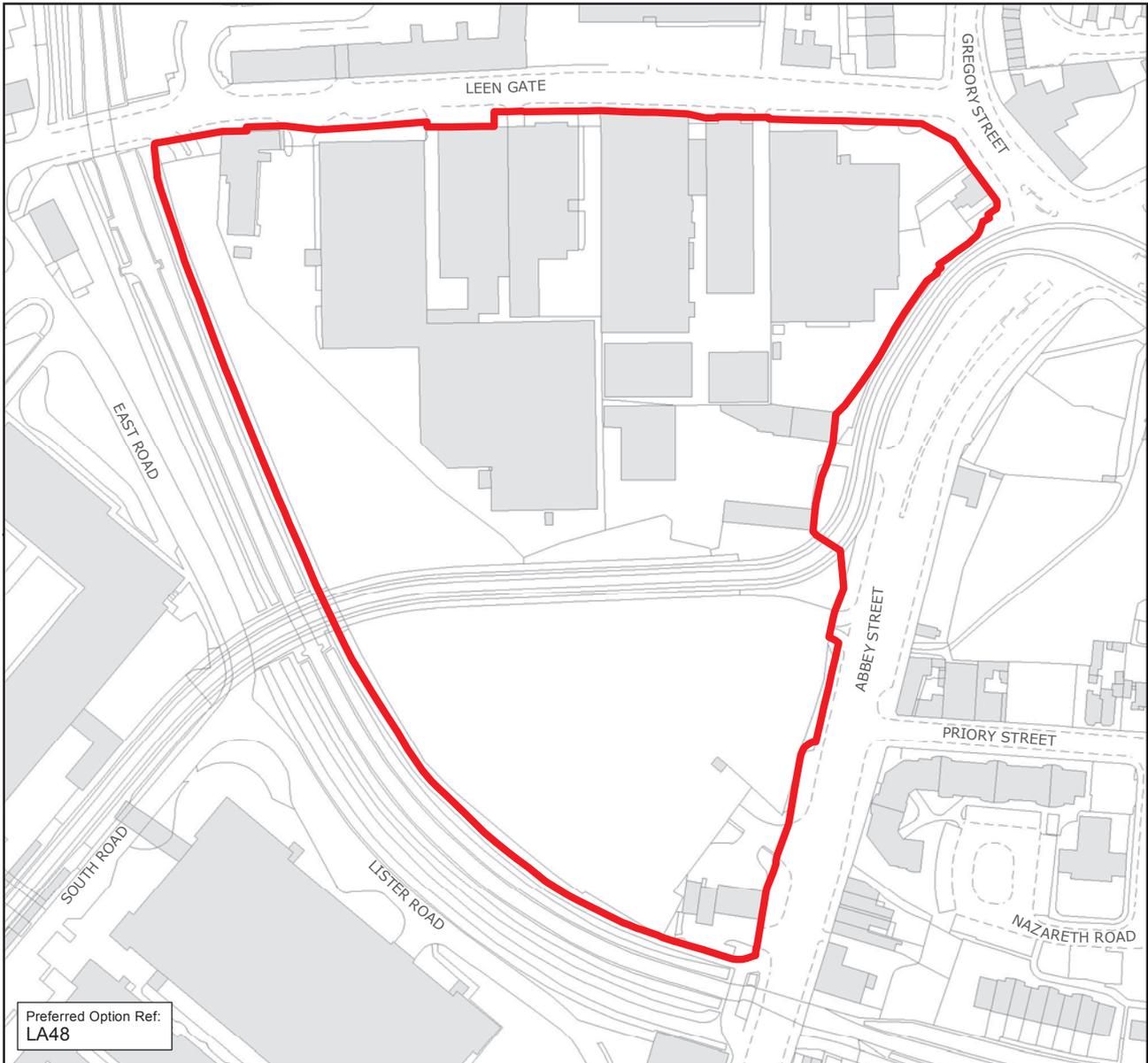
This site is partially designated Primarily Residential in the Nottingham Local Plan (2005), the remainder having no particular designation. There is currently a vacant building on-site, the rest being used for temporary car parking following planning permission granted in July 2012. Outline permission was granted in January 2013 for the erection of 29 dwellings (11/04238/POUT). Neighbouring uses include residential and commercial buildings, along with the Queens Medical Centre. The site is suitable for housing and given its planning status it is recommended that the site be allocated to contribute to the housing needs identified in the ACS.



PA46 Derby Road - Former Hillside Club

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints			No	
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA Support. Subject to mitigation. Close proximity Combined Heat and Power Plant at Queens Medical Centre, recommends consulting with NCC's Environmental Health Officer. In an area identified at risk of flooding (Zone 2). The River Leen (designated as a Main River), runs in culvert through the north-western part of the site and then in an open channel along the western boundary. The alignment of the culvert should be established and where practicable the opportunity should be taken to open up the watercourse, which could provide a green corridor with associated amenity and wildlife benefits. EA's prior written consent is required for any works within 8 metres from the top of bank. An 8 metre strip may be required to be kept free for essential maintenance and flood risk management work. This should be incorporated into development layouts and taken into account when making assumptions about the amount of development that can be accommodated on the site. The site allocation is underlain by a Principal Aquifer.			
Access:	Existing vehicle access via Derby Road is narrow. Would need land take from adjacent car park to make it feasible. Arnesby Road would be a potentially achievable alternative. However right turns in and out from/onto Derby Road may be difficult in peak periods, due to volume of traffic. Likely sufficient traffic capacity within local network. Regular city bound bus routes on Derby Road. Links to NCN6 cycle route.			
Wider Benefits:	Part of the site is brownfield. Development could bring forward new homes and deliver improvements to the culverted River Leen.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: There are a number of protected trees on this site. Part of the site falls within an Archaeological Constraints Area. Possible contamination. Within close proximity to the Combined Heat and Power Plant at Queens Medical Centre. The River Leen (designated as a Main River), runs in culvert through the north-western part of the site and then in an open channel along the western boundary. 8m easement along the River Leen may be required. Underlain by a Principal Aquifer. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, HI or AQMA.				

PA47 Abbey Street/Leengate



Site Area (ha): 3.68

Ward: Dunkirk and Lenton

Address: Leen Gate

Area Committee: Area 8

Overall Summary

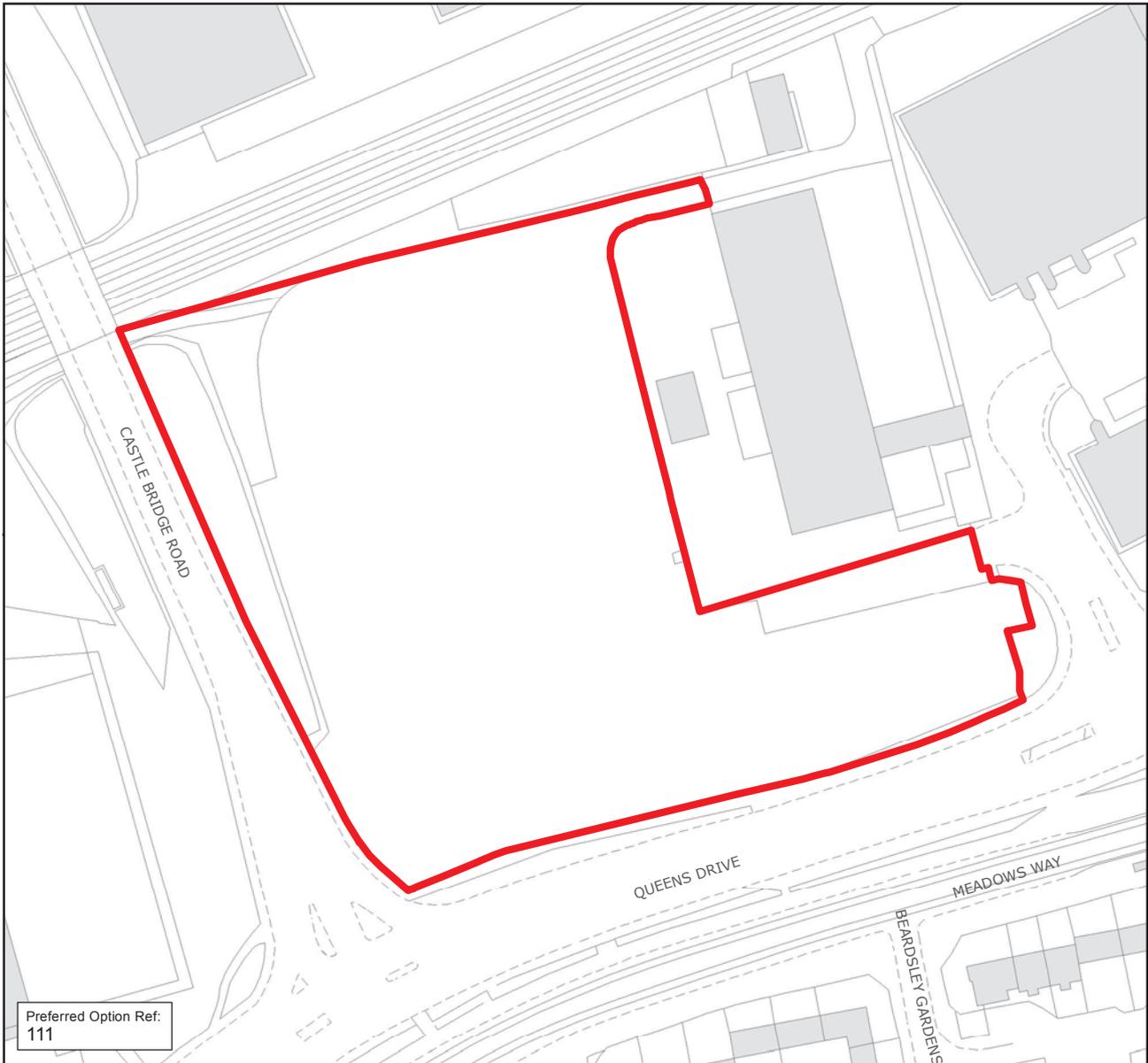
This site has no particular land use designation in the Nottingham Local Plan (2005). It currently contains active businesses and a large area of hospital car parking. NET Phase Two travels through this site to serve the Queens Medical Centre (QMC). Neighbouring uses are generally of a residential and employment nature, with the QMC site extending along the western and southern boundaries. Site is an Enterprise Zone in recognition of its potential to contribute to provision of health and science facilities connected to the QMC. It is recommended that the site be allocated for employment uses to link to hospital/health related activities. Potential for ancillary residential development on site and supporting uses such as hotel.



PA47 Abbey Street/Leengate

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.5 Abbey Street Gregory Street to north east of site.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support subject to mitigation and enhancement of the River Leen Green corridor.			
Access:	Vehicle access potentially achievable via Leen Gate and Abbey Street. Likely sufficient traffic capacity for site. Regular bus services on Abbey Street. New tram stop on Gregory Street. Connects To Abbey Bridge and Castle Boulevard cycle route.			
Wider Benefits:	Major site with Enterprise Zone status. Regeneration may deliver high priority growth sectors (medi sciences) on an accessible brownfield sites. Synergy with nearby Health and Educational facilities of QMC and Nottingham University.			
Radon Class: 1			Aquifer status: Principal Aquifer - LSF (Lenton Sandstone Formation)	
Overview of constraints: Possible contamination issues due to former industrial uses. Within an identified flood zone (2 and 3). The Scheduled Monument of Lenton Priory lies opposite, which also contains the Grade II listed Church of St Anthony and a number of listed structures in the churchyard. Part of the site is located in an Archaeological Constraints Area. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to HI or AQMA.				

PA48 Queens Drive - Land adjacent to the Portal



Site Area (ha): 1.28	Ward: Bridge
Address: Queens Drive	Area Committee: Area 8

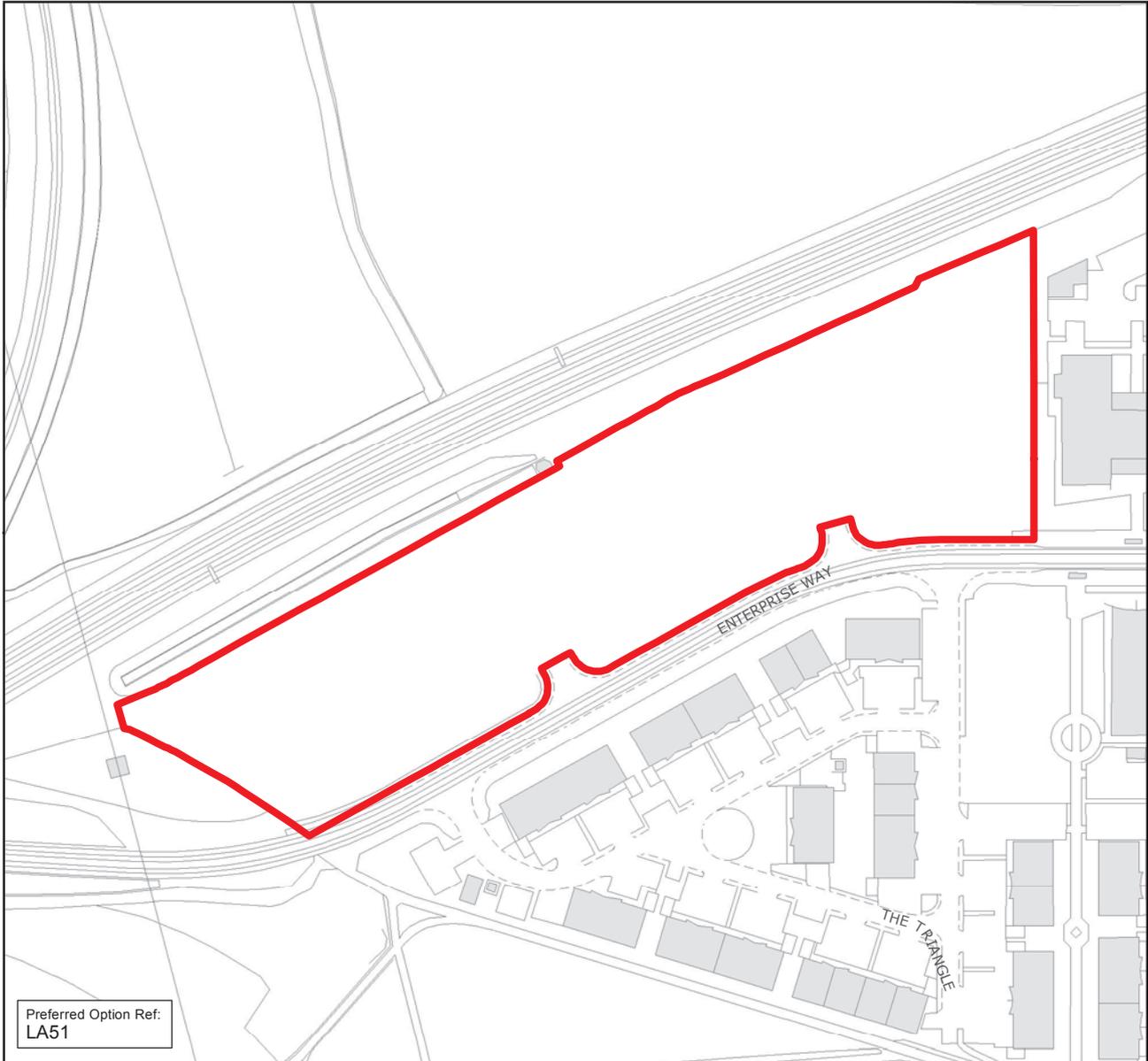
Overall Summary
 Planning permission granted for retail, car showroom, and office in Jan 2015. Given its planning status it is recommended that the site be allocated for retail, employment, car showroom.



PA48 Queens Drive - Land adjacent to the Portal

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	None	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.2 Southern Growth Corridor Safeguarding to south of site but not anticipated to adversely affect site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - This potential site allocation is located in an area of high flood risk (Zone 2). A flood risk assessment will need to consider flood risk from all sources and provide a scheme for the sustainable management of surface water. This potential site allocation is underlain by a Principal Aquifer and located within Source Protection Zone 3, where groundwater is sensitive to pollution and will require careful consideration and an environmental assessment			
Access:	From Queens Drive, close to NET phase 2.			
Wider Benefits:	Development would bring forward a brownfield site.			
Radon Class:	Information not available	Aquifer status: Principal Aquifer		
Overview of constraints: Located in an area of high flood risk (Zone 2). Underlain by a Principal Aquifer and located within Source Protection Zone 3, where groundwater is sensitive to pollution and will require careful consideration and an environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA49 NG2 West - Enterprise Way



Site Area (ha): 1.9

Ward: Bridge

Address: Enterprise Way

Area Committee: Area 8

Overall Summary

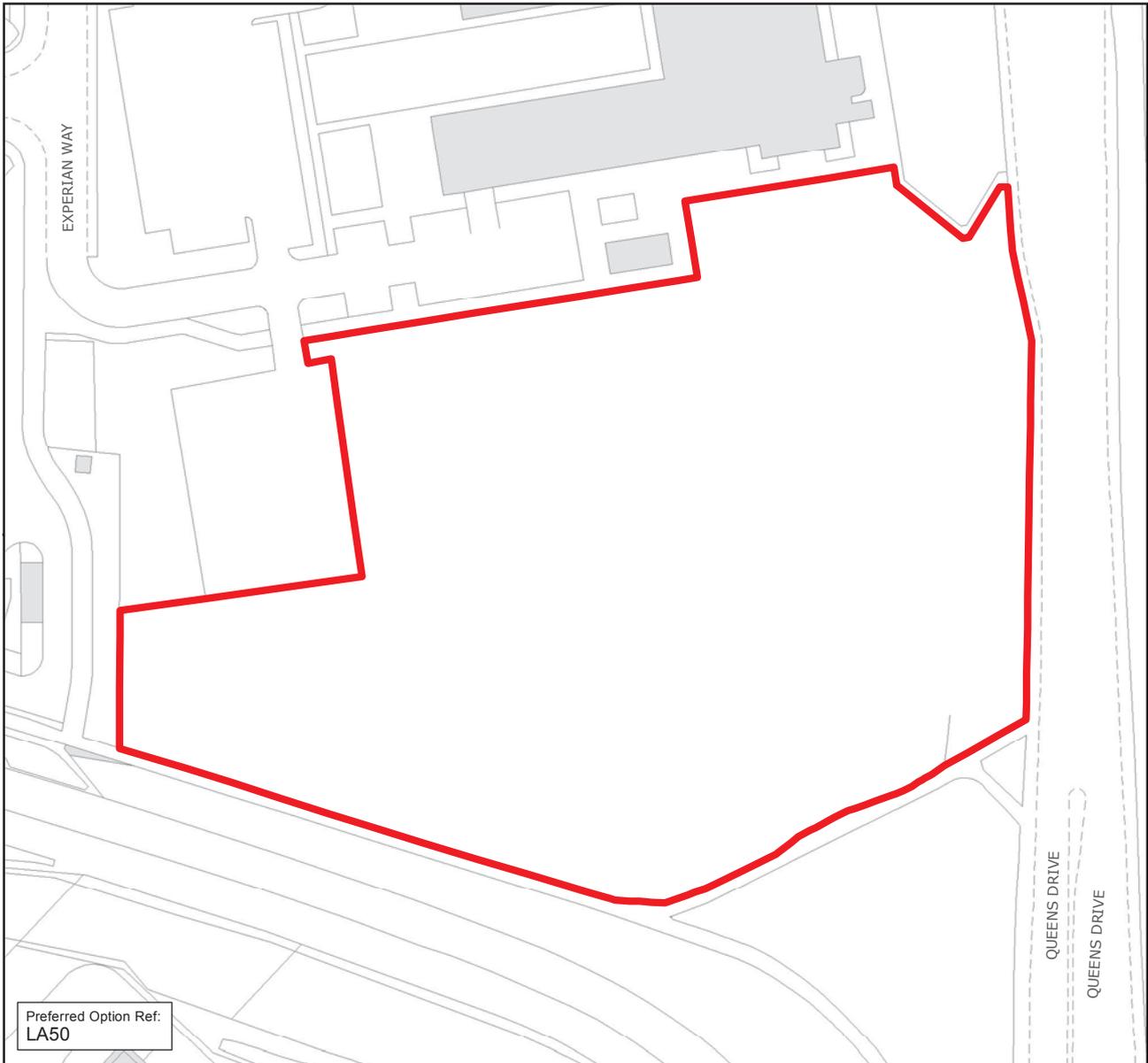
This cleared and vacant site forms part of the developing NG2 Business Park and is designated as a prestige employment site (E1.3) in the Nottingham Local Plan (2005) which received planning permission in 2002. Since then most of the site has been completed. A railway line runs to the north of the site, an area of green open space to the west along with modern office accommodation to the south. This is an 'oven ready' part of an important prestige employment site and it is recommended that the site is allocated for employment to meet the needs identified in the ACS.



PA49 NG2 West - Enterprise Way

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	NET Phase Two route to Chilwell runs adjacent to site. Whilst does not conflict with site boundary, vehicle access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Yes	Known contamination issues. Former Royal Ordnance factory			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Within an identified flood zone (2 and 3). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS) noting upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. The site allocation is underlain by a Principal Aquifer.			
Access:	Vehicle access potentially achievable via Enterprise Way. Likely sufficient traffic capacity in local network. City Link 1 is a regular (ten mins) city centre bound bus service operating on Queens Drive. The site is served by the new tram stop on Enterprise Way.			
Wider Benefits:	Development would have regeneration benefits, providing investment and employment opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: This potential site allocation is in close proximity to a Clinical Waste Treatment Plant Within an area of high flood risk (Zones 3 and 2). The GNSFRA confirms that upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. Underlain by a Principal Aquifer - potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA50 NG2 South - Queens Drive



Site Area (ha): 1.61	Ward: Bridge
Address: Queens Drive	Area Committee: Area 8

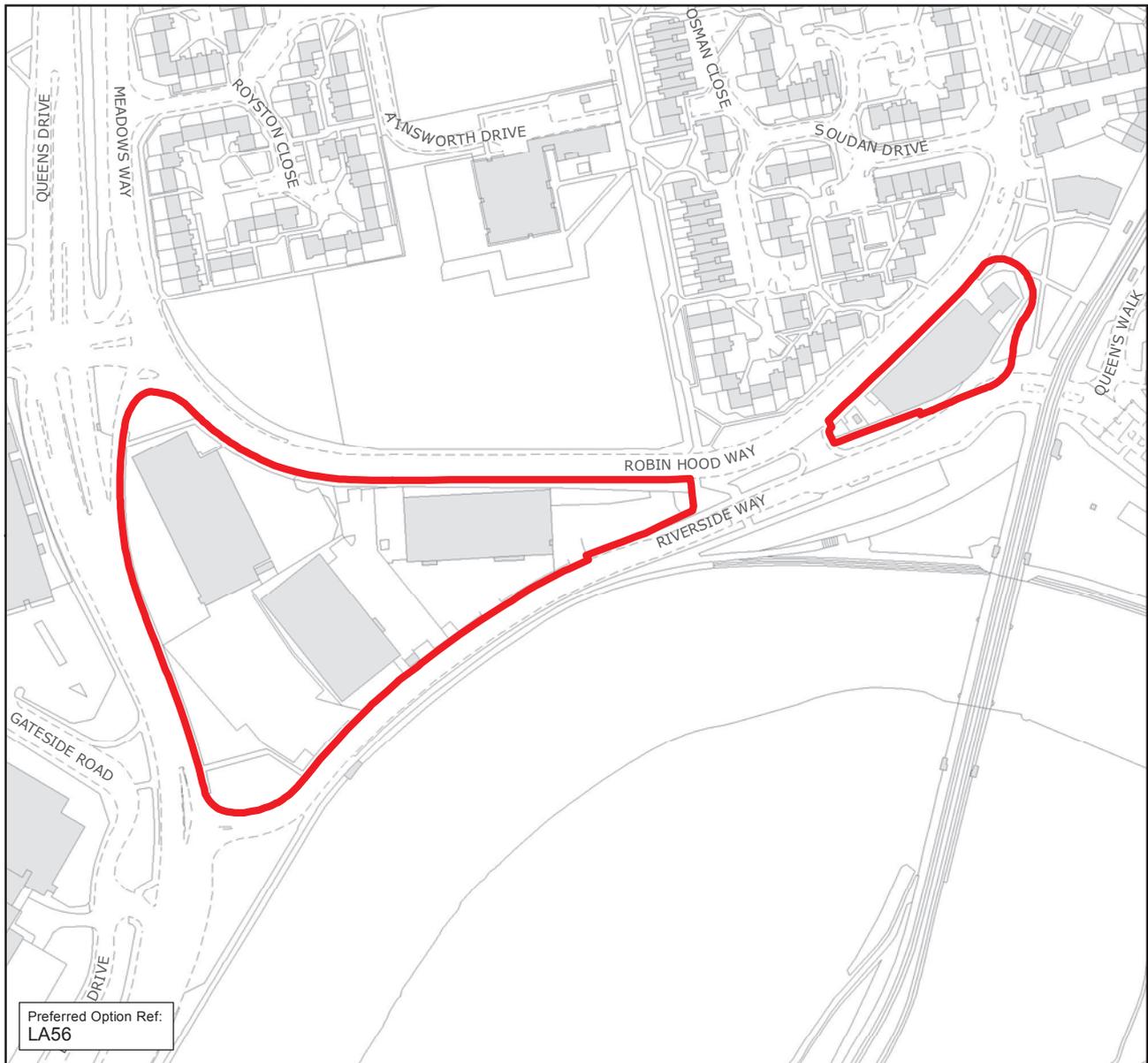
Overall Summary

This site forms part of the developing NG2 Business Park and is allocated as a prestige employment site (E1.3) in the Nottingham Local Plan (2005). This site received planning permission in 2002. Since then most of the site has been completed. The site is located on the main Queens Drive frontage, adjacent to the Experian building at the entrance to the business park. NET Phase Two travels through the business park. This is part of an important prestige employment site and it is recommended that the site is allocated for employment to meet the needs identified in the ACS.

PA50 NG2 South - Queens Drive

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.9 - Experian Way to north west safeguarded for highway improvements.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.2 Southern Growth Corridor to east of site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Yes	Known contamination issues. Former Royal Ordnance factory			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA Support. Within an identified flood zone (2 and 3). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS) noting upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. Underlain by a Principal Aquifer.			
Access:	Vehicle access likely to be required via Experian Way. Feasibility of using existing car park access road, which currently is not adopted, would need to be determined. Additional junction/access unlikely to be feasible on Queens Drive, due to proximity of two adjacent junctions. Traffic capacity impacts may require further detailed assessment, once scale of site is confirmed. City Link1 is a regular (ten mins) city centre bound bus service operating on Queens Drive. Served by tram stop on Enterprise Way.			
Wider Benefits:	Development would have regeneration benefits, providing investment and employment opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Close proximity to a Clinical Waste Treatment Plant. Located in an area of high flood risk (Zones 3 and 2). The GNSFRA confirms that upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. Underlain by a Principal Aquifer and, given the former uses on-site as an ordnance factory, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA51 Riverside Way



Site Area (ha): 2.2	Ward: Bridge
Address: Robin Hood Way	Area Committee: Area 8

Overall Summary

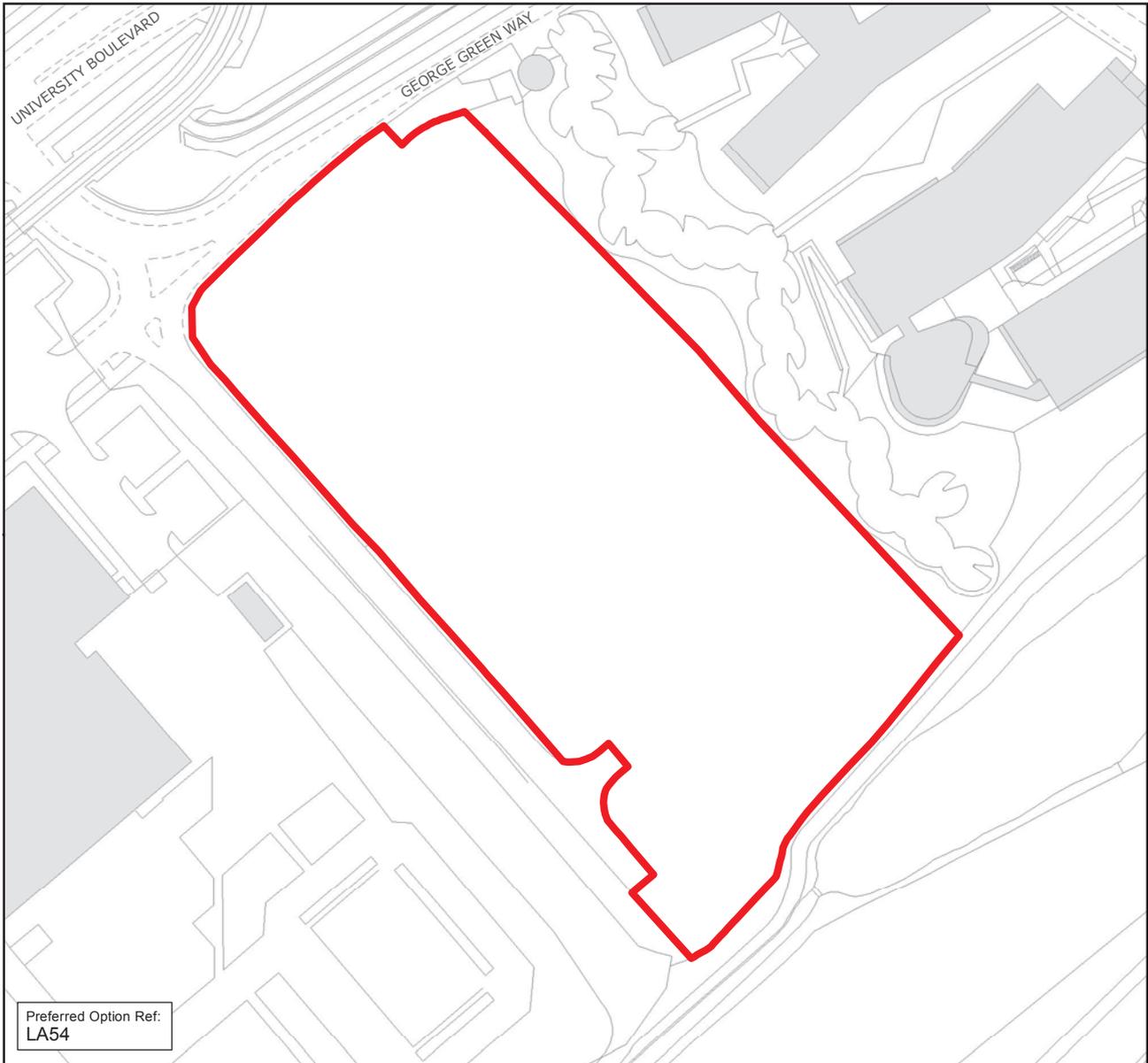
This site has no particular land use designation in the Nottingham Local Plan (2005) and is currently occupied by a number of low density employment use buildings. Neighbouring uses include residential properties and school playing fields. Queens Drive, a major transport route, runs to the west of the site. Given its context the site is considered a suitable allocation for residential and offices/research. Recent interest for a Free School on the site but this does not require planning permission.



PA51 Riverside Way

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	NET Phase Two route to Clifton adjacent to site. Whilst does not conflict with site boundary, vehicle access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support subject to mitigation. Within an identified flood zone (2 and 3). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS) noting upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. EA's prior written consent is required for any works within 8 metres from the top of bank. An 8 metre strip may be required to be kept free for essential maintenance and flood risk management work. This should be incorporated into development layouts and taken into account when making assumptions about the amount of housing that can be accommodated on the site. The River Leen, which is also designated as a Main River, runs in culvert through this site and beneath Wickes car park. The alignment of the culvert should be established and we will resist any proposals to build on top of the culvert. The site allocation is underlain by a Principal Aquifer.			
Access:	Vehicle access potentially achievable via Queens Drive and/or Robin Hood Way and Riverside Way. Traffic capacity impacts upon Queens Drive/Crossgate Drive junction may require further detailed assessment. Regular city centre bound bus services on Queens Drive and Robin Hood Way. Site is served by the new tram stop on Queens Walk. Site will be served by city centre bound cycle route on Queens Walk, to be implemented as part of NET.			
Wider Benefits:	Potential for Gateway development to the Embankment and Meadows areas			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Within an identified flood zone (2 and 3). 8 m easment may be required to River Trent from the top of bank and an 8 metre strip may be required to be kept free for essential maintenance and flood risk management work. Not considered constraint - Riverside Way separates the site from the River Trent. The River Leen (also classed as a Main River) runs in a culvert through the site, beneath Wickes' car park. The site allocation is underlain by a Principal Aquifer. The site is near to a Clinical Waste Treatment Plant and the EA recommend consultation with an Environmental Health Officer.				

PA52 University Boulevard - Nottingham Science and Technology Park



Site Area (ha): 1.89	Ward: Dunkirk and Lenton
Address: George Green way	Area Committee: Area 8

Overall Summary

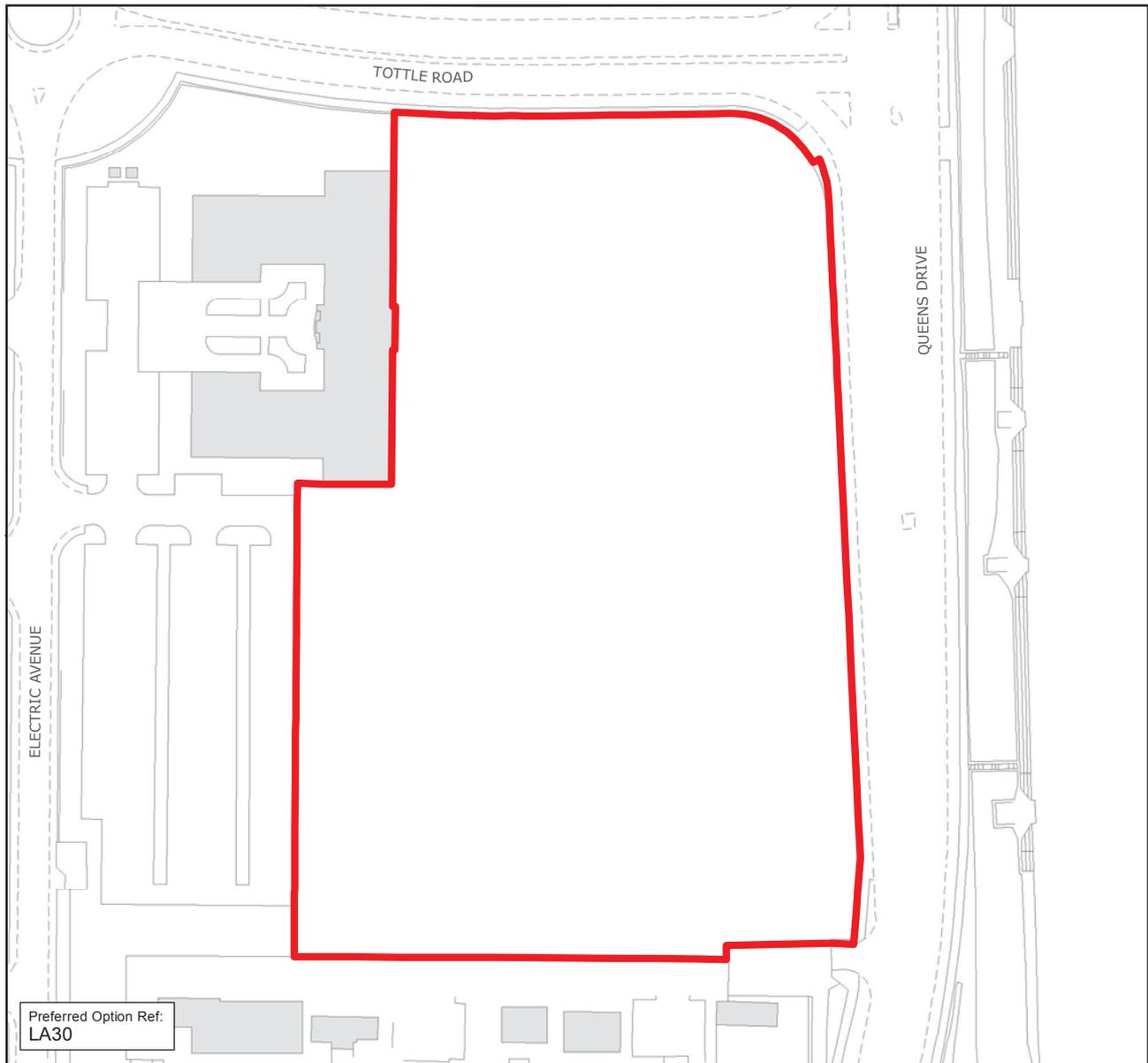
This cleared, vacant site which forms part of Nottingham Science & Technology Park and is allocated as a prestige employment site (part of the larger allocation E1.1) in the Nottingham Local Plan (2005). Recent, contemporary buildings to the east of this allocation form an extension to the Park. NET Phase Two travels along University Boulevard at the front of the site. Nottingham Tennis Centre (west) and railway line (south) also bound the site. This brownfield site is part of the Nottinghamshire Enterprise Zone and it is considered appropriate that the site be allocated for employment uses to meet the needs identified in the ACS.



PA52 University Boulevard - Nottingham Science and Technology Park

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	NET Phase Two route to Chilwell runs adjacent to the site. Vehicle access arrangements would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Yes	Known contamination issues. Former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support, subject to mitigation and site specific flood risk assessment. The Tottle Brook ordinary watercourse runs to the north of the potential site allocation and a site-specific Flood Risk Assessment should give consideration to the risk of flooding presented by Tottle Brook.			
Access:	Vehicle access potentially achievable via University Boulevard. Likely sufficient traffic capacity within local network. Regular bus services on University Boulevard. Site to be served by new tram route on University Boulevard. Site served by cycle route provision on University Boulevard.			
Wider Benefits:	Development would bring forward a priority brownfield site identified as part of the Enterprise Zone and an important site for high tech uses.			
Radon Class: 1		Aquifer status: Non-productive		
Overview of constraints: Within an identified flood zone (2) and in close proximity to a Waste Treatment Facility. The Tottle Brook ordinary watercourse runs to the north of the potential site allocation. Known contamination issues as a result of former industrial uses. Part of Beeston Sidings LWS included, Beeston Sidings Local nature Reserve (southern tip). Within minerals safeguarding area - prior notification required but not considered a barrier to development.				

PA53 Electric Avenue



Site Area (ha): 2.3	Ward: Bridge
Address: Queens Drive	Area Committee: Area 8

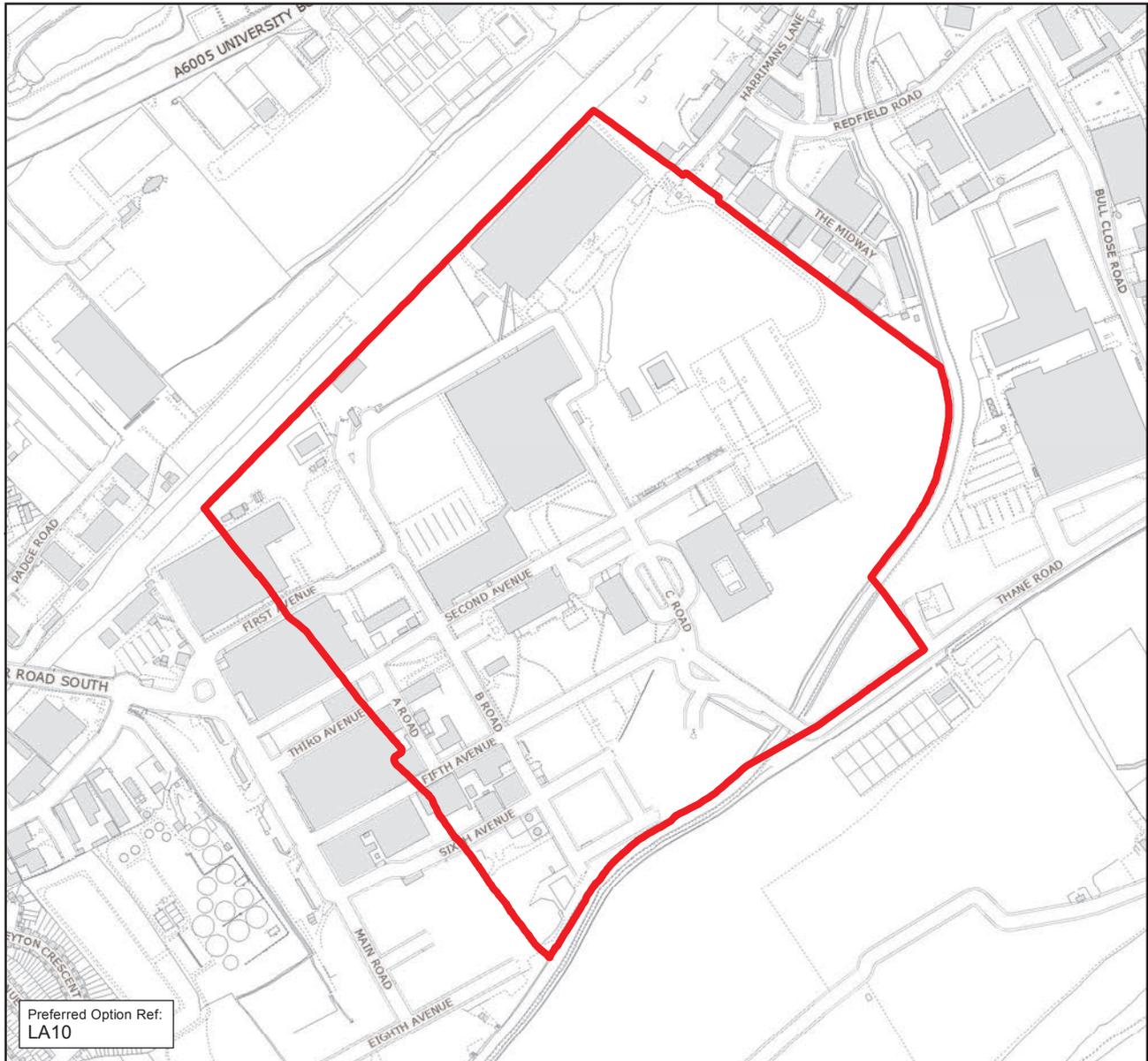
Overall Summary
This site is designated as part of a Major Industrial Estate in the Nottingham Local Plan (2005), allocated for industrial development/expansion and restructuring (allocation E2.4). The site is currently clear and vacant. The site fronts Queens Drive and includes Experian's relatively modern office building on site. Given the site's context it is proposed that the site be allocated for employment use to contribute to meeting the needs identified in the ACS.



PA53 Electric Avenue

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. Historic colliery site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support subject to mitigation. Located in Flood Zone 2, in the defended floodplain of the River Trent. Data from the Greater Nottingham Strategic Flood Risk Assessment should be considered when developing the site. Tottlebrook flows from west to east through the roundabout, in a culvert north of the site. Advise that FRA considers the risk of flooding from this source. Site is underlain by principal aquifer. Due to previous uses, future development may have potential to cause pollution of the underlying groundwater and will require careful consideration and an environmental assessment.			
Access:	Vehicle access potentially achievable off Tottle Road. Egress from site onto Queens Drive, achievable via adjacent roundabout, with central reservation on Tottle Road. May require further detailed assessment of traffic capacity impacts upon the local network. Site served by CL1 service (every 10mins) on Tottle Road) and NCT48 (8mins) on Queens Drive. Site adjacent to Big Track circular cycle route.			
Wider Benefits:	Brownfield site capable of contributing to supply of employment land.			
Radon Class: 1			Aquifer status: Non-productive	
Overview of constraints: Located in Flood Zone 2, in the defended floodplain of the River Trent. Data from the Greater Nottingham Strategic Flood Risk Assessment should be considered when developing the site. Tottlebrook flows from west to east through the roundabout, in a culvert north of the site. Underlain by principal aquifer. Historic colliery site. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA54 Boots



Site Area (ha): 84.5	Ward: Dunkirk and Lenton
Address: Thane Road	Area Committee: Area 8

Overall Summary

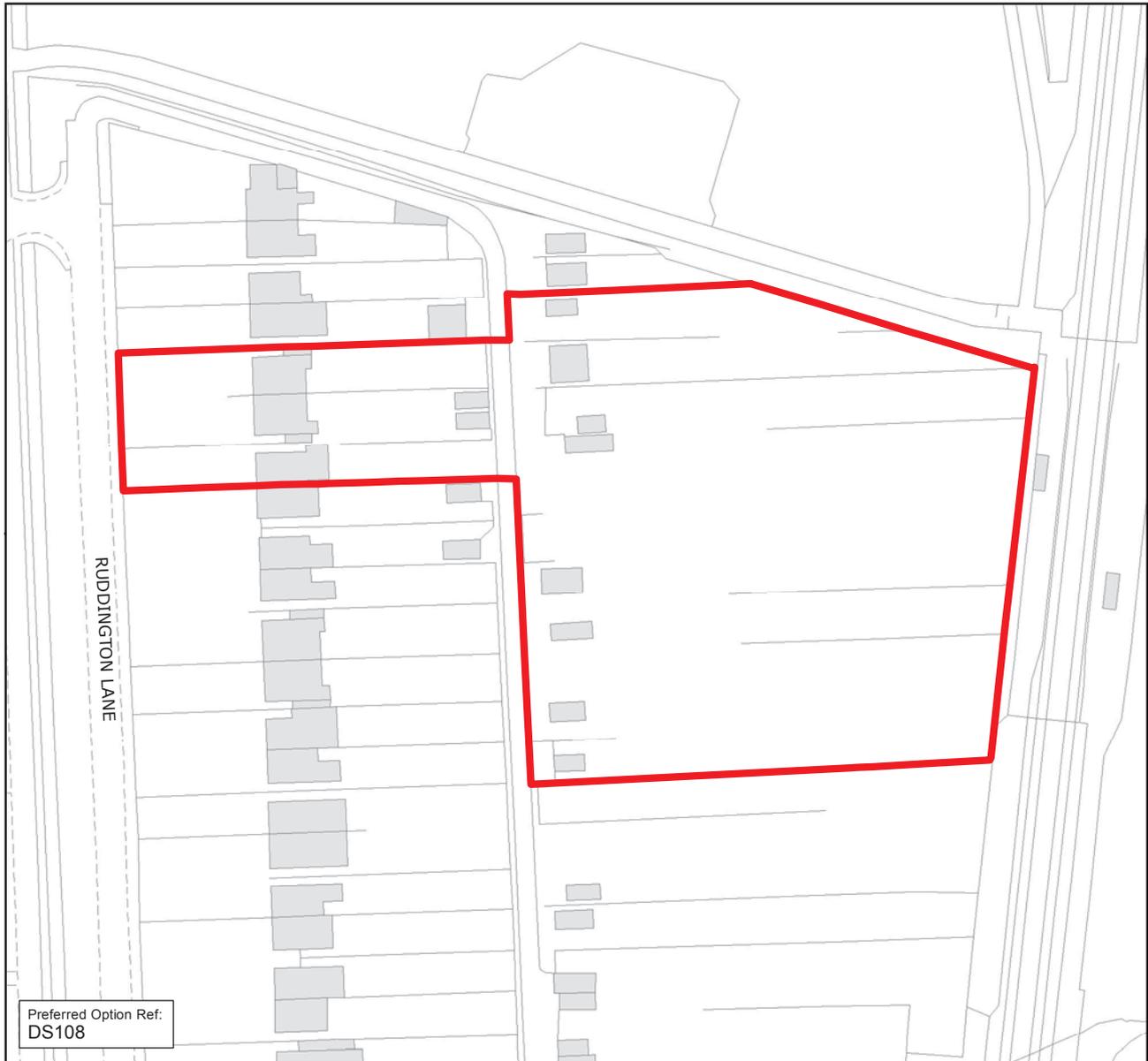
Site is partially allocated in the Nottingham Local Plan (2005) for industrial development/expansion and restructuring. The site is identified as an Enterprise Zone straddling the boundary with Broxtowe Borough Council, currently occupied by a range of employment and industrial buildings. Neighbouring uses are generally of a commercial/employment nature, with a railway line running along the north-western boundary. Contaminated site and also subject to flood risk. Funding received from HCA and LEP for site infrastructure works. Important heritage assets on site. Planning permission granted for site works and remediation Dec 2014, outline PP for mixed use granted subject to S106. This is a major strategic brownfield site with enterprise zone status. Capable of delivering significant employment and housing alongside wider regeneration benefits and helping to secure the future of high grade heritage assets. Appropriate to allocate the site for mixed use.



PA54 Boots

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Yes	Contamination issues due to previous uses.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Within an identified flood zone (2 and 3). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS) noting upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 1000 year plus climate change return period. Flood risk assessment should consider risk of flooding from a breach or overtopping of the flood defences. Site layout should not increase on/off site flood risk. This potential site allocation is underlain by a Secondary Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	Vehicle access potentially achievable via Humber Road South and Thane Road. Internal connections between the two would need to consider industrial traffic and to avoid rat running traffic. May require further detailed assessment of traffic capacity impacts upon local network. Site served regularly by City link 1 bus service. Adjacent to the Big Track circular cycle route and University Boulevard cycle route.			
Wider Benefits:	Development could deliver significant regeneration benefits on this brownfield site which is identified as an Enterprise Zone			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: The site contains Grade I (D6 and D10 buildings) and Grade II* (D90 building) listed buildings where their significance and setting will need to be preserved through any redevelopment of the site. Within an identified flood zone (2 and 3) and hazardous installation consultation zone. The site is underlain by a Secondary Aquifer. There is a gas-fired Combined Heat and Power Plant on-site. Potentially high ambient noise levels may require sound insulation and appropriate ventilation. Within minerals safeguarding area - prior notification required but not considered a barrier to development. Beeston Canal LWS within site boundary, close Beeston Sidings, LWS and Beeston Sidings LNR.				

PA55 Ruddington Lane - Rear of 107-127



Site Area (ha): 0.62	Ward: Clifton North
Address: Rear of 107-127 Ruddington Lane	Area Committee: Area 8

Overall Summary

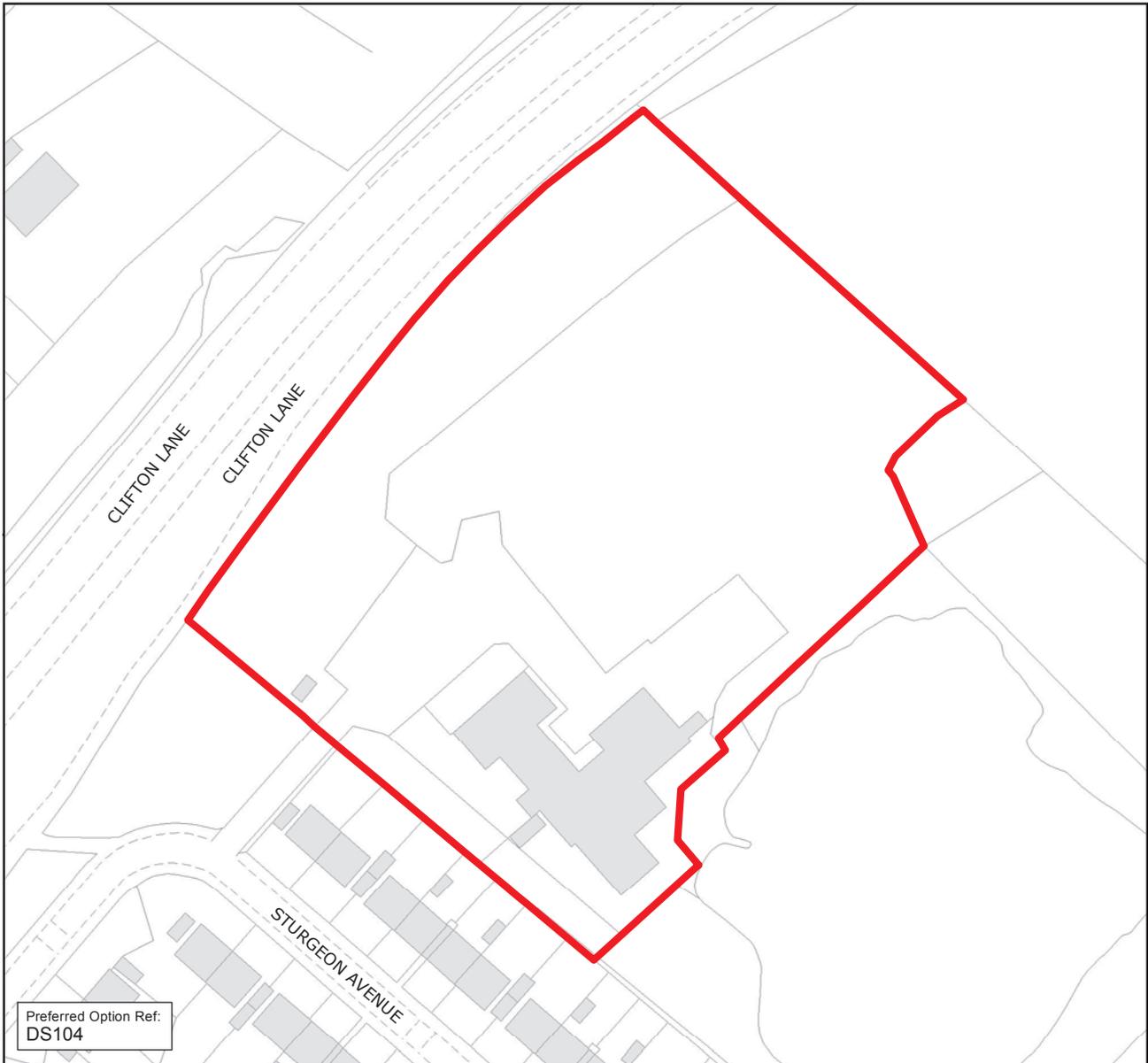
The site is designated as primarily residential in the Nottingham Local Plan (2005). The site is identified in the SHLAA - site 1787. The site has open space to the north, proposed net phase 2 to the east, gardens to the south, and residential to the west. Site received planning permission for residential development in Feb 2012. Given the planning history of the site it is considered appropriate to allocate the site for residential use to contribute to the housing need identified in the ACS.



PA55 Ruddington Lane - Rear of 107-127

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	New tram line adjacent.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA comments. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment with proposals located in areas of lowest flood risk.			
Access:	General vehicle access potentially achievable via Ruddington Lane. Sufficient traffic capacity likely on Ruddington Lane. Nearest city centre bound bus routes (Trent Barton Ruddington link - every 40 mins) on Ruddington Lane. New tram stop located nearby.			
Wider Benefits:	Contribution to meeting housing needs identified in the ACS.			
Radon Class: Information not available			Aquifer status: Secondary aquifer	
Overview of constraints: Adjacent NET Phase Two. There are no obvious contamination issues. Adjacent to Wilford Disused Railway LWS. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA. The site is within an area of high flood risk and any planning application should be accompanied by a site specific Flood Risk Assessment with proposals located in areas of lowest flood risk.				

PA56 Sturgeon Avenue - The Spinney



Site Area (ha): 1.04

Ward: Clifton North

Address: off Sturgeon Avenue, Clifton

Area Committee: Area 8

Overall Summary

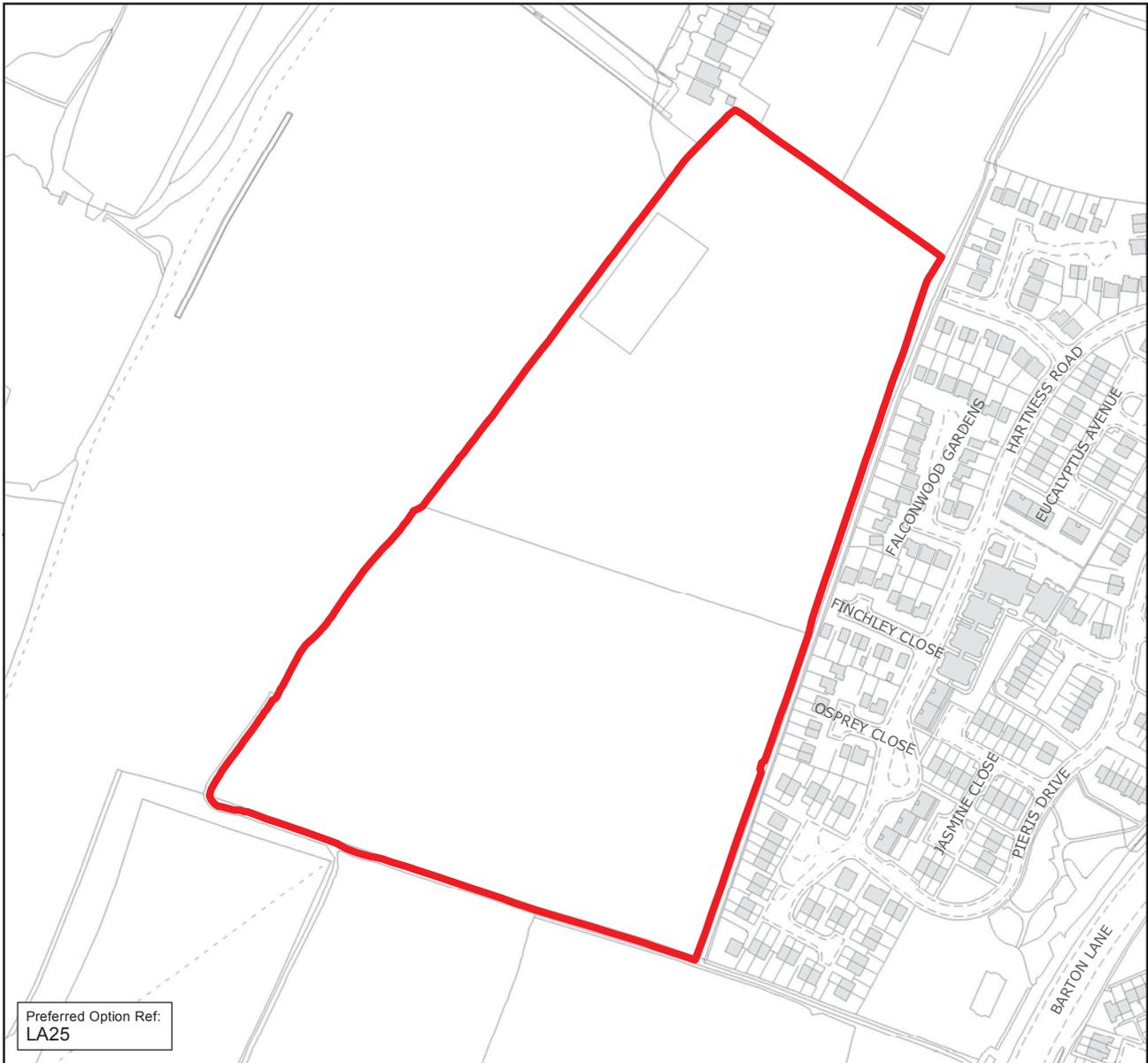
Site has been part cleared (retaining existing residential home) and received planning permission for residential development June 2007 - 07/00449/PFUL3. Green belt and open space to north east, LWS to south east, and residential to the south west. The site is identified in the SHLAA site 702 Site is brownfield and suitable for residential development. Given the planning history of the site it is considered appropriate to allocated the site for residential development - family housing but with the potential for specialist elderly housing to complement the existing use on site.



PA56 Sturgeon Avenue - The Spinney

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	A453 widening
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Located in area of high flood risk. Site specific FRA required. Underlain by secondary aquifer			
Access:	General vehicle access potentially achievable via Sturgeon Avenue. Likely capacity in local network. Nearest city centre bound bus routes located on Clifton Lane and Farnborough Road. New tram route on Farnborough Road.			
Wider Benefits:	Development would bring forward a brownfield site.			
Radon Class: Information not available		Aquifer status: Secondary aquifer		
Overview of constraints: Located in area of high flood risk. Site specific FRA required. Underlain by secondary aquifer. Close to an archaeological constraint area. Adjacent to Clifton Spinney Pond Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to HI or AQMA. Green belt boundary to north west.				

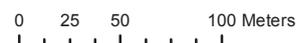
PA57 Clifton West



Site Area (ha): 9.58	Ward: Clifton South
Address: adj Hawksley Gardens	Area Committee: Area 8

Overall Summary

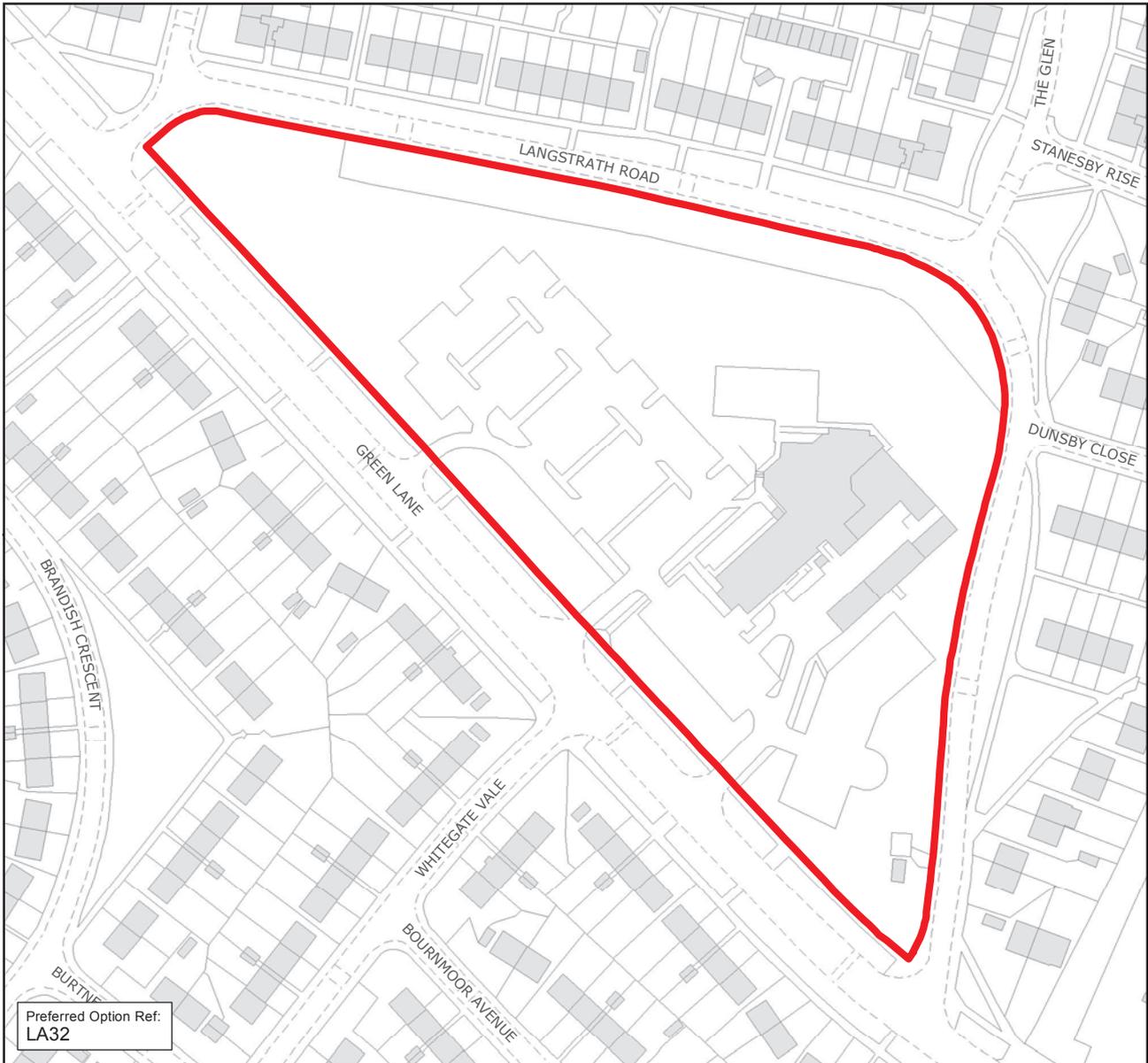
Site was put forward for residential use development in the Issues and Options consultation. The site is allocated for residential use within the Nottingham Local Plan (2005). The site is a SHLAA site 549. The site has a farm and Clifton old village to the north, residential to the east, agriculture and woods to the south, and, woods to the west. Recent upgrades made to A453 which remove a potential barrier to delivery. NET Line services Clifton. Site considered suitable for residential development subject to careful layout and treatment of boundaries to avoid adverse impacts on heritage assets and habitats. The site is adjacent to the Green Belt and within a Landscape Character Zone as identified in the GN Landscape Character Assessment - both require sensitive design and in particular enhanced planting around the edges of the development to filter views and reinforce the defensible boundary of the Green Belt. Potential to provide accessible public open space. Potential to make a significant contribution to meeting the housing needs set out in the ACS. It is recommended that this site is retained as an allocation.



PA57 Clifton West

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Safeguarded routes via Hawksley Gardens and/or Finchley Close, necessary to access the site.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. Closed landfill adjacent. Will require CL investigation, possibly remediation.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - Support. Site greater than 1ha so site specific FRA required.			
Access:	No existing link connecting to site from Clifton Lane. Access would be required off Hartness Road, which is a residential area, with extra traffic using this road. Site delivery closely linked with completion of A453 improvements. Half hourly city centre bound bus service (NCT3) operating on Hartness Road.			
Wider Benefits:	Large site capable of making a significant contribution to meet housing needs set out in the ACS.			
Radon Class: 1 & 2			Aquifer status: Non-productive	
Overview of constraints: Site is adjacent to Clifton Village Conservation Area and the Grade II registered park and garden of Clifton Hall Site and close to Grade I listed Clifton Hall and the Grade I listed Church of St Mary the Virgin. Site includes part of Clifton Fox Culvert Lane Archeological Constraints Area. Adjacent to Clifton Woods LWS, Clifton Fox Culvert LSW, Clifton Woods LNR. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, HI or AQMA. Part of site is agricultural land. Green Belt directly adjacent to site boundary. Within Landscape Character Zone as identified in the GN Landscape Character Assessment.				

PA58 Green Lane - Fairham House



Site Area (ha): 2.17	Ward: Clifton South
Address: Green Lane	Area Committee: Area 8

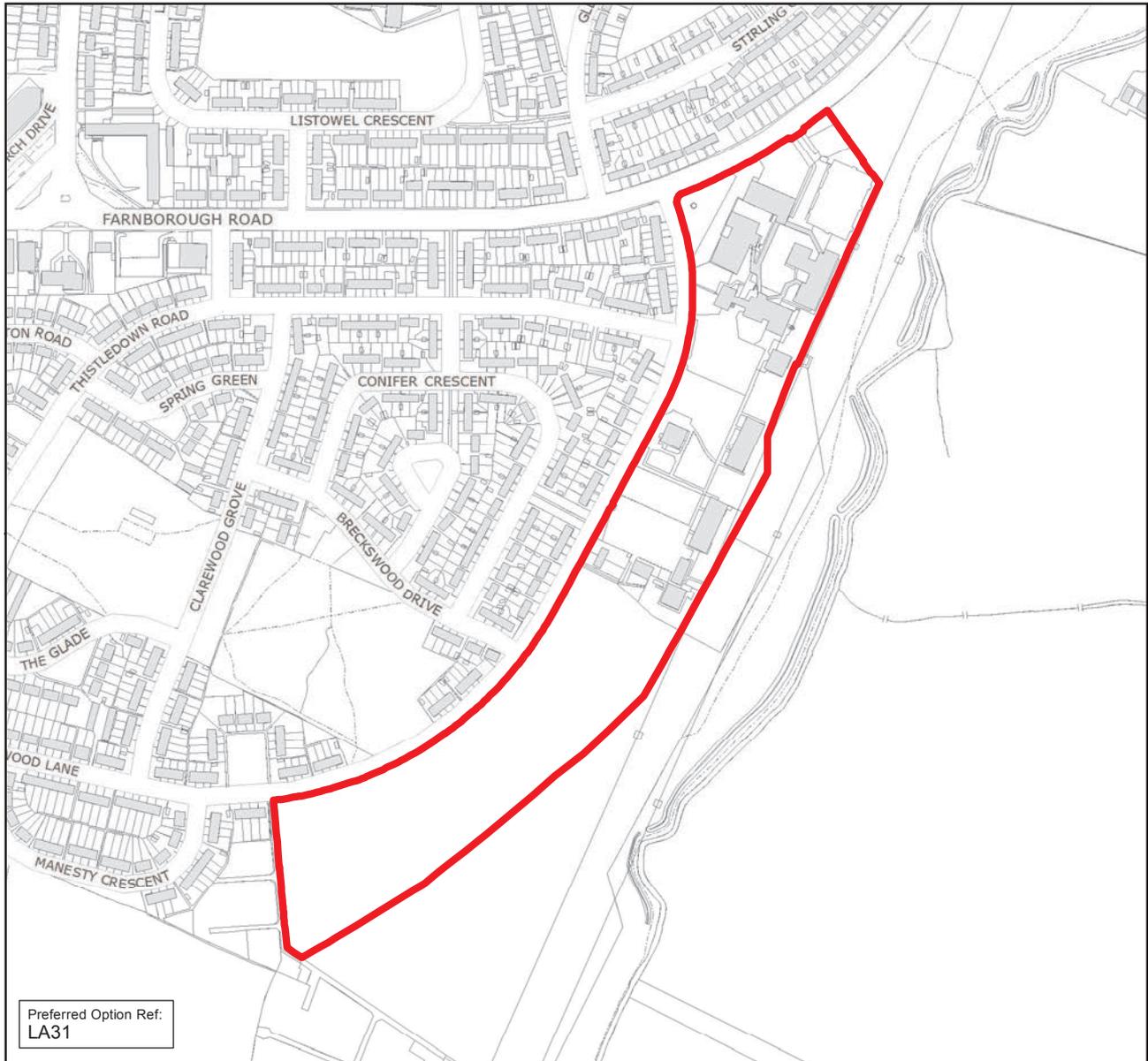
Overall Summary

Site was put forward for residential and retail in the Issues and Options consultation. The majority of the site is designated in the Open Space Network in the Nottingham Local Plan (2005) but large area of carparking and office building to centre. The site is SHLAA site 381. The site is surrounded by residential uses but is very close to Clifton District Centre. Site includes belt of trees. Site has potential to accommodate complementary uses to support Clifton District Centre including retail, residential and employment. It is recommended that this site is taken forward as an allocation.

PA58 Green Lane - Fairham House

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: Possible	Possible contamination issues. CEGB site				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - support. Site greater than 1ha so strategic FRA required.				
Access:	Vehicle access potentially achievable via Green Lane. Impacts upon A453 improvements, in terms of traffic capacity, may require further detailed assessment. Half hourly bus service on Green Lane (NCT3). Site located new tram stop on Southchurch Drive. Site connects to the Clifton Commuter Cycle Route.				
Wider Benefits:	Site has potential to contribute to meeting housing needs and supporting existing District Centre with complementary retail.				
Radon Class: 1			Aquifer status: Non-productive		
Overview of constraints: Many trees on site. Possible contamination issues as former CEGB site. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA59 Farnborough Road - Former Fairham Comprehensive School



Site Area (ha): 7.49	Ward: Clifton South
Address: Summerwood Lane	Area Committee: Area 8

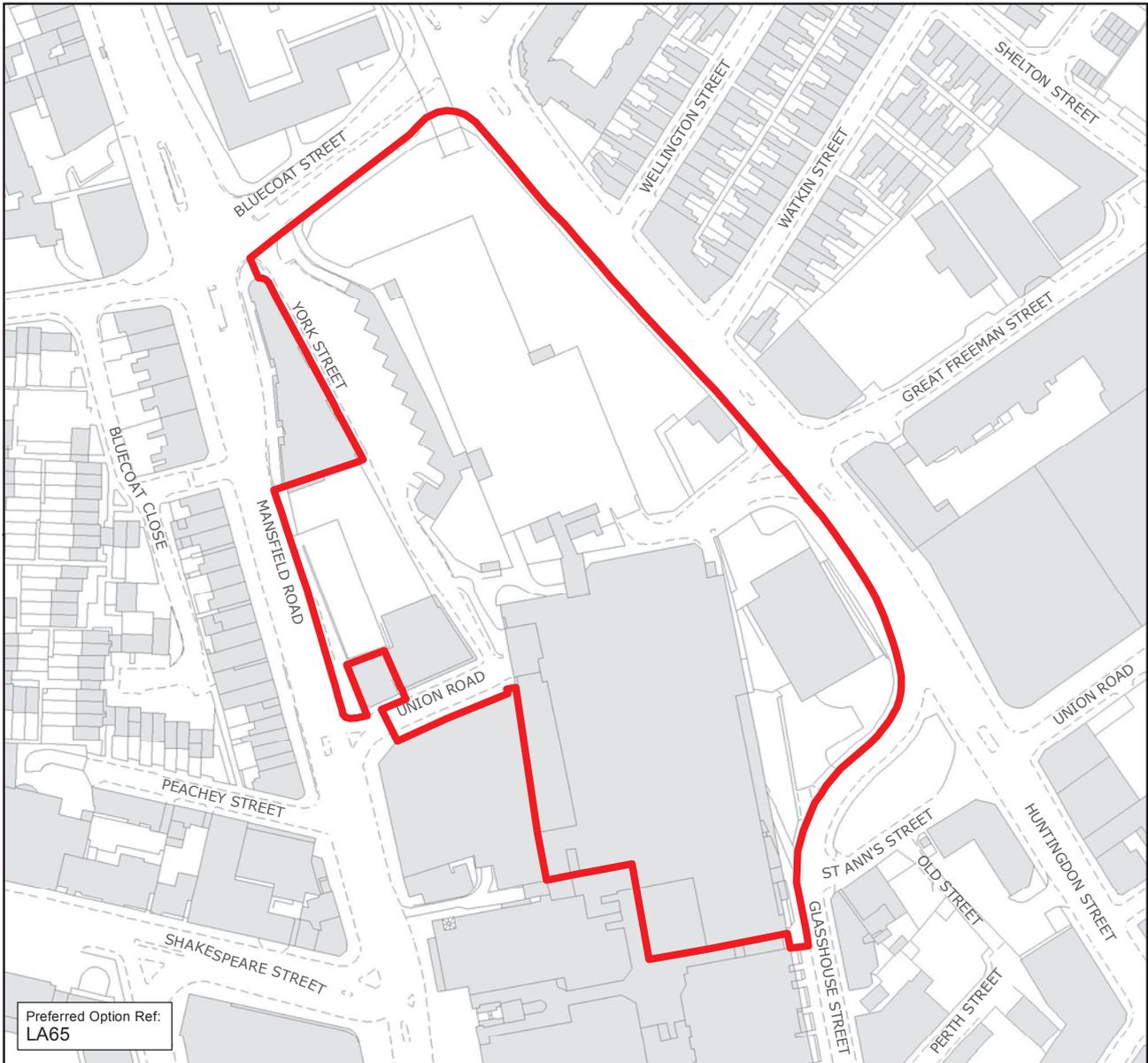
Overall Summary

Site put forward for residential use at Issues and Options stage. The boundary used in the Issues & Options site has been amended (site area reduced) and now excludes areas at flood risk. Half of the proposed site has no particular land use designation in the Nottingham Local Plan (2005), the other half is designated as Open Space Network (former school playing pitches with no public access). The site is within the Green Belt as defined in the adopted Local Plan and within a Landscape Character Area. The former school is now surplus, vacant and subject to vandalism. The site is part SHLAA 1759. Site has residential to north and west, LWS and agriculture to the east, allotments to south. Close to Fairham Brook LWS/ Fairham Brook LNR, Brecks Plantation LNR. This site wraps around the edge of existing residential properties and includes an area of brownfield land (car park and former school buildings). The site is considered suitable for residential development subject to sensitive design and boundary treatments to address the Green Belt and Landscape Character. Site has potential to contribute to the quality and quantum of publicly accessible open space and to provide improved habitats and green corridors to link with habitats outside the site. A sustainable urban extension is planned to the south of the site within Rushcliffe Borough and there are opportunities to improve local highway/pedestrian/cycle links via this site to ensure integration of new and existing development and to encourage use of the existing Clifton District Centre for local services. This site could make a significant contribution to meeting the housing needs in the ACS and regenerate a former school site. Following conclusion of site appraisal/Sustainability Appraisal and Green Belt review it is recommended that the site is included as an allocation and removed from the Green Belt.

PA59 Farnborough Road - Former Fairham Comprehensive School

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	None				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA - support. Subject to mitigation. Development near Fairham Brook requires 8m easement for management/maintenance				
Access:	Vehicle access potentially achievable via Summerwood Lane and/or Farnborough Road. Impacts upon A453 improvements, in terms of traffic capacity, may require further detailed assessment. NCT2 operating every 15 mins from Summerwood Lane. New tram stop at the junction of Farnborough Road/Southchurch Drive. Connects to the Clifton Commuter Cycle Route.				
Wider Benefits:	Part of the site is brownfield with vacant buildings currently subject to antisocial behaviour. Development could bring forward new development to contribute to meeting housing needs set out in ACS.				
Radon Class: 1			Aquifer status: Non-productive		
Overview of constraints: The site is within the Green Belt in the adopted Local Plan. The site is adjacent washlands. Within Landscape Character Zones identified in the GN Landscape Character Assessment Pylons outside the site to the east. Close to Fairham Brook LWS/ Fairham Brook LNR, Brecks Plantation LNR Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage, HI or AQMA.					

PA60 Victoria Centre



Site Area (ha): 3.23	Ward: St Ann's
Address: Huntingdon Street	Area Committee: Area 6

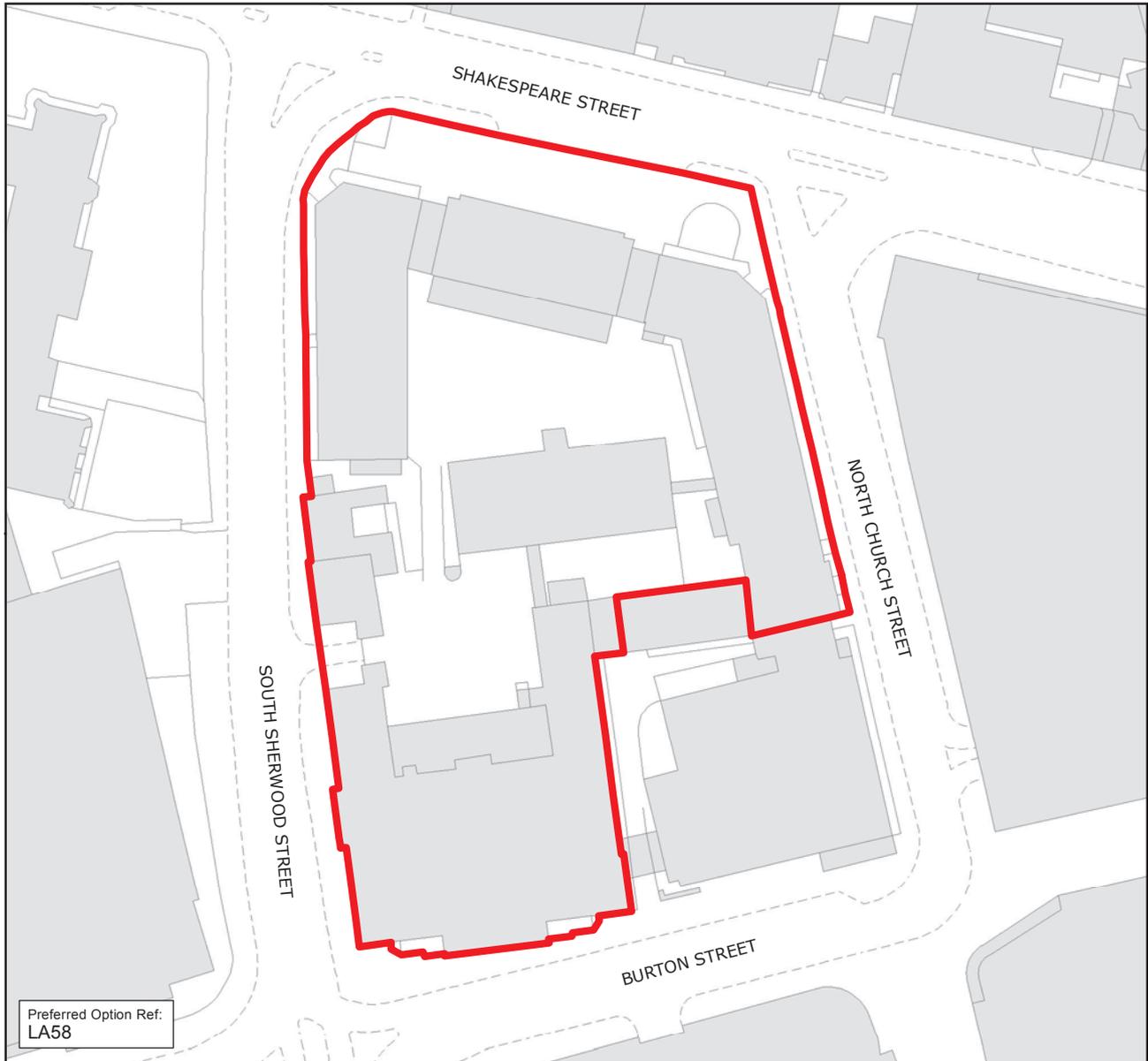
Overall Summary

The site is not allocated within the Nottingham Local Plan (2005). Site has a road and offices to the north, retail and residential to the east, retail to the south, offices to the south west and, retail on the ground with residential above to the north-west. Planning permission was granted for an extension to the centre, including bus station and car park, in July 2014. Given the planning history it is recommended that the site is included as an allocation for retail and supporting uses.

PA60 Victoria Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Very steep	Large void adjacent to current car park leading to former rail tunnel.			
Known contamination: Possible	possible contamination issues. former railway lands. Will require CL investigation, and remediation.			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support.			
Access:	General vehicle access potentially achievable from Cairns Street. Right turns in and out of site from Bluecoat Street not currently possible, due to central reservation. Potential vehicle capacity issues would need further detailed assessment. Regular city centre bus services on Woodborough Road, Mansfield Road and Victoria Bus Station.			
Wider Benefits:	Assists in supporting vitality and viability of City Centre, employment creation, environmental enhancement.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Potential vehicle capacity issues would need further detailed assessment. The site is underlain by a Principal Aquifer and there is potential for development to cause pollution, given the former uses. The site is within / in close proximity to an Air Quality Management Area therefore the aim should be to ensure there is no further deterioration in air quality. Within archeological constraints area. Listed Building Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding or HI.				

PA61 Royal Quarter - Burton Street, Guildhall, Police Station and Fire Station



Site Area (ha): 0.89	Ward: St Ann's
Address: Burton Street	Area Committee: Area 6

Overall Summary

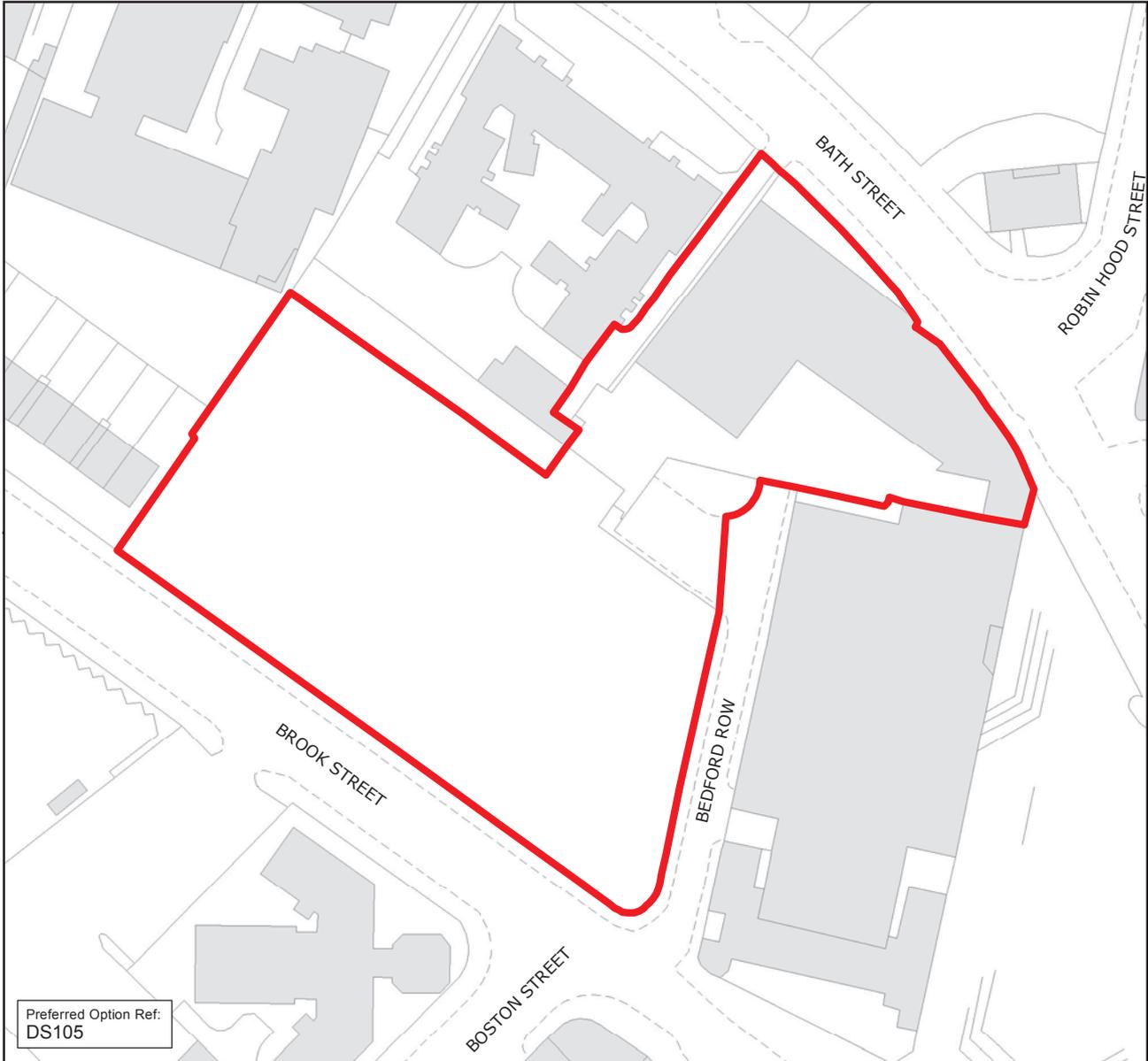
A city centre site with no particular land use designation in the Nottingham Local Plan (2005), containing a Grade II listed building and located adjacent the Arboretum Conservation Area along with other listed structures. Caves are known to be present. The site neighbours the recent EON development on the corner of Burton Street and North Church Street. Other uses nearby are typical of such a city centre location (commercial, office, residential, education). Relocation of the fire service/police has released their former accommodation for comprehensive development. Highly accessible, previously used site in the City Centre suitable for a range of uses. It is recommended that this site is taken forward as an allocation - sensitive development required to address location and heritage assets.



PA61 Royal Quarter - Burton Street, Guildhall, Police Station and Fire Station

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: None	Land falls south to north (Burton Street to Shakespeare Street)				
Known contamination: Possible	Possible contamination issues.				
Air Quality Management Areas: Yes					
Flood Risk Constraints Comments:	EA - Support.				
Access:	Would require vehicle access off Shakespeare Street and/or North Sherwood Street, Burton Street and South Sherwood Street. Note - one way streets on North Sherwood Street, Burton Street and South Sherwood Street. Regular bus services on Burton Street and South Sherwood Street.				
Wider Benefits:	Development may secure the future use of and maintenance of an historic building and provide opportunities for leisure, a hotel, retail, employment and housing.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: The site contains a Grade II listed building and sits adjacent the Arboretum Conservation Area. Possible land contamination issues. Known caves. The site is in close proximity to the EnviroEnergy London Road Heat Station and 1.6km from the WRG Energy from Waste site. As such, air dispersion modelling may be required. Archaeological constraints area. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding or HI.					

PA62 Creative Quarter - Brook Street East



Site Area (ha): 0.65	Ward: St Ann's
Address: Brook Street	Area Committee: Area 8

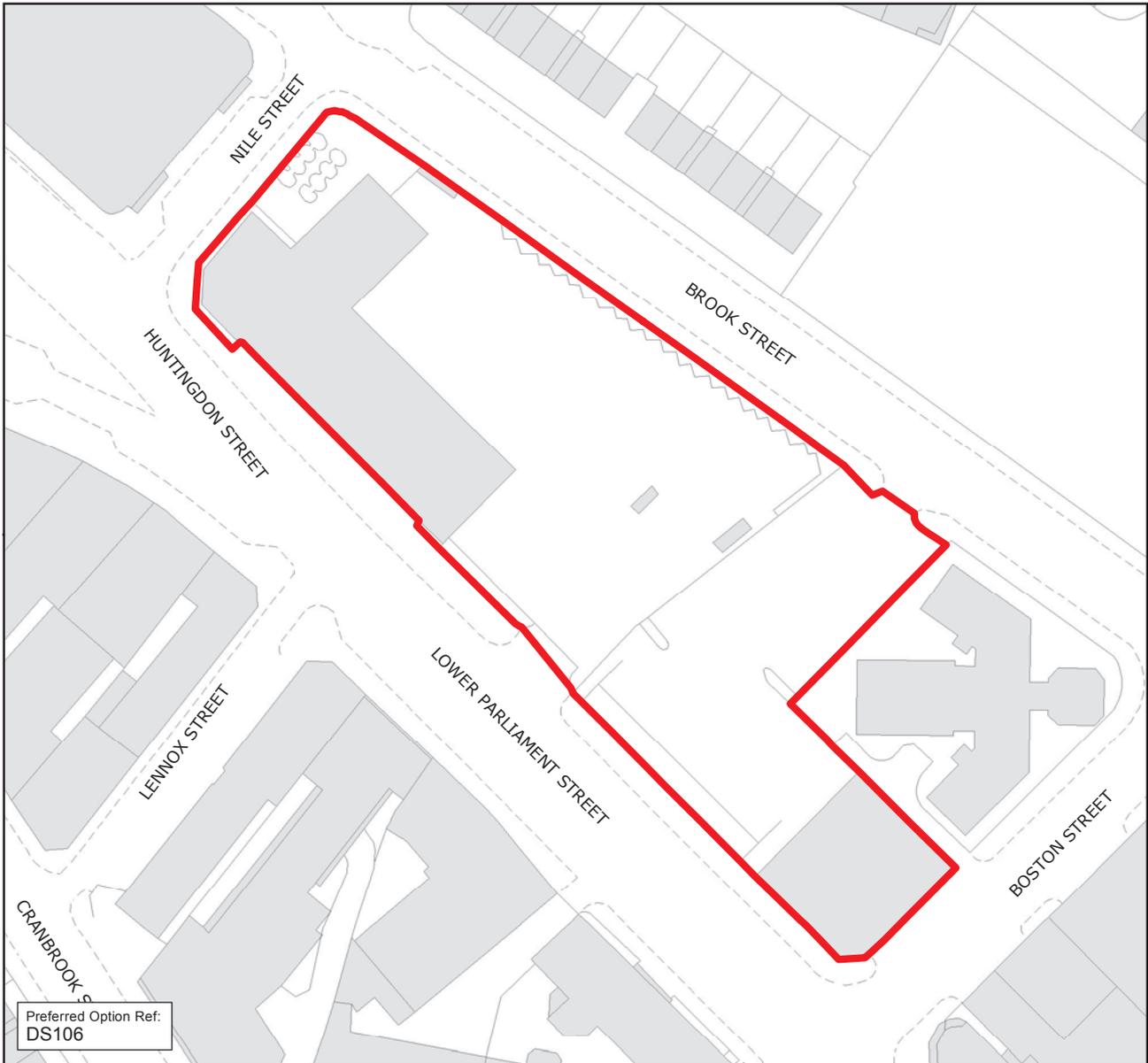
Overall Summary

Site incorporates eastern part of area covered by mixed use allocation in the Nottingham Local Plan (2005) (Policy MU5.1) Site lies partly within the Sneinton Market Conservation Area. The site was not included at the Issues and Options stage. Site has been cleared and road infrastructure provided in advance of development. Brownfield site suitable for a mix of uses. Recommended that the site is included as an allocation.

PA62 Creative Quarter - Brook Street East

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	Road network reconfiguration needs to be taken into account in any future design and layout.
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? No	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Connecting Eastside later phases will further improve pedestrian links to the City Centre. Funded by City Deal funding.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	No supplementary comments.			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	Site underlain by a Principal Aquifer, ground water sensitive to pollution, requiring careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable via Bath Street or Brook Street. Right turns to/from Upper Parliament Street may be difficult. Access/egress arrangements need to be consistent with recently implemented Connected Eastside scheme. Regular city centre bound bus routes on Upper Parliament Street and Bath Street. Pedestrian crossing facilities to City Centre.			
Wider Benefits:	Development could regenerate a brownfield site.			
Radon Class: Information not available		Aquifer status: Principal Aquifer		
Overview of constraints: Site lies within Sneinton Market Conservation Area. Site adjoins Grade II listed Victoria Leisure Centre. Design of any development would need to take account of the surrounding historic environment and preserve / enhance the character and appearance of the Sneinton Market Conservation Area / the setting of neighbouring listed building. Within archeological constraint area. Underlain by a Principal Aquifer. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding or HI. Within AQMA.				

PA63 Creative Quarter - Brook Street West



Site Area (ha): 0.61	Ward: St Ann's
Address: Brook Street	Area Committee: N/A

Overall Summary

Site incorporates all of the area covered by mixed use allocation in the Nottingham Local Plan (2005) (Policy MU5.4) (currently in use as postal sorting office) and lies within the Eastside Regeneration Area. Additional land to the south east of the 2005 allocation is incorporated within the site (currently in use as public car park and also offices). Site lies in close proximity to the Sneinton Market Conservation Area. The site was not included at the Issues and Options stage. This is a brownfield accessible site suitable for a mix of uses. Recommend inclusion as an allocation.



PA63 Creative Quarter - Brook Street West

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: None	Site rises from west to east.				
Known contamination: Possible	No supplementary comments.				
Air Quality Management Areas: Yes					
Flood Risk Constraints Comments:	The site is underlain by a principal aquifer and it should be ensured that development does not result in pollution of the groundwater resource.				
Access:	General vehicle access potentially achievable via Brook Street, Nile Street and Boston Street. Access and egress arrangements need to be consistent with recently implemented Connecting Eastside scheme. Right turns to and from Lower Parliament Street may be difficult. Nearest city centre bound bus routes located on Huntington Street and Bath Street.				
Wider Benefits:	Potential to regenerate a brownfield site.				
Radon Class: Information not available			Aquifer status: Principal aquifer		
Overview of constraints: Site lies in close proximity to Sneinton Market Conservation Area. Within archaeological constraint area. Within AQMA. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding or HI.					

PA64 Creative Quarter - Sneinton Market



Site Area (ha): 1.24	Ward: St Ann's
Address: Southwell Road	Area Committee: Area 6

Overall Summary

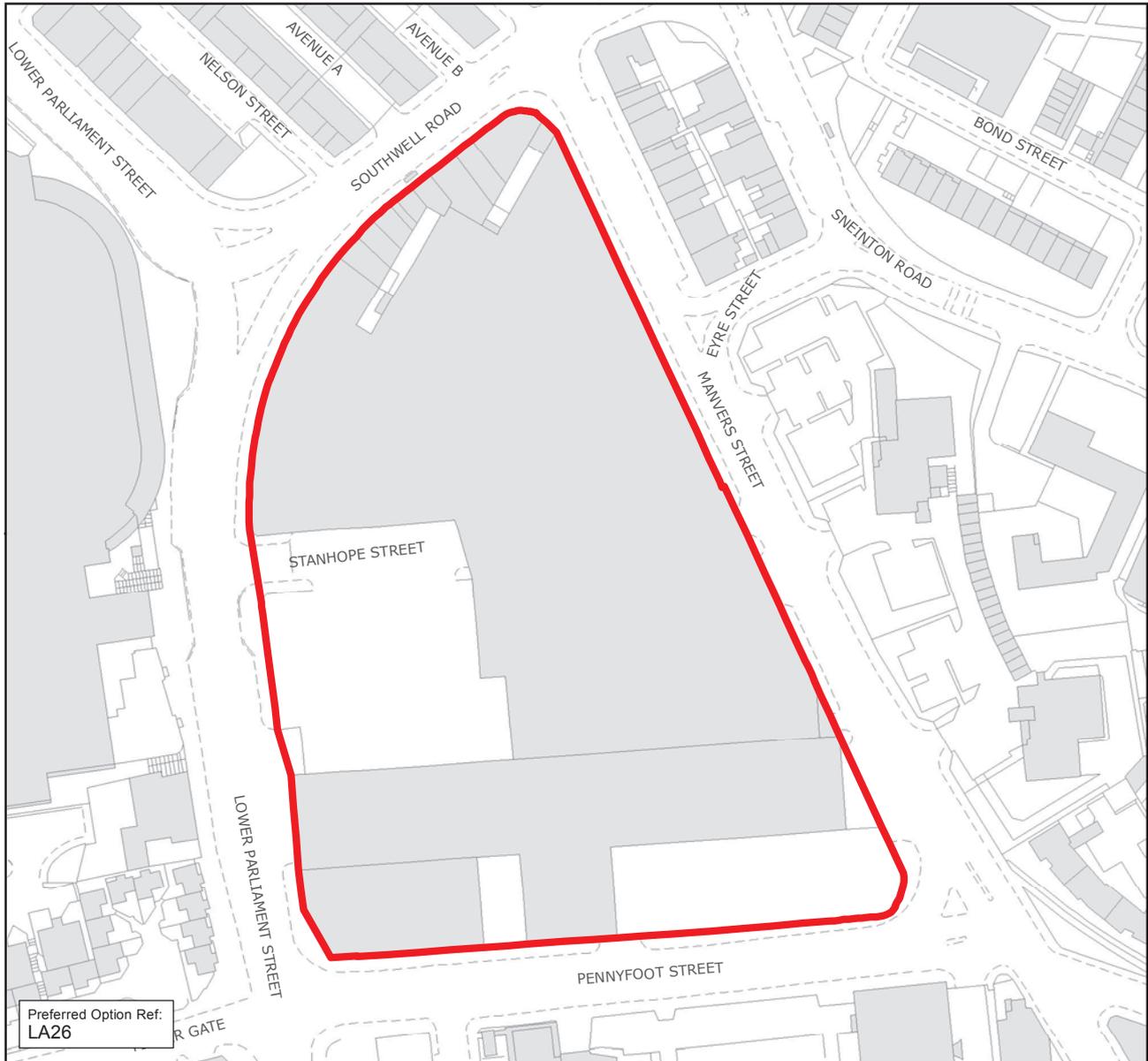
Site was put forward for mixed use in the Issues and Options consultation. The site is allocated for Mixed Use MU5.3 within the Nottingham Local Plan (2005) and forms part of Sneinton Market Conservation Area. Site has retail to all sides apart from to the west which is the ice arena and hot food takeaways. The site is represented within the SHLAA (site 541). There are heritage assets on site and some very poor vacant buildings to the boundary. Within the creative quarter and planning permission granted in 2013 for part refurbishment. Opportunities for further sensitive development for mixed use and potential to improve non heritage poor quality buildings to boundaries with Lower Parliament Street. It is recommended that this site is taken forward as an allocation for mixed use.



PA64 Creative Quarter - Sneinton Market

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Connecting Eastside and improved pedestrian facilities at Bath Street/Southwell Road junction - to south of site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support.			
Access:	General vehicle access potentially achievable via Bath Street and/or Southwell Road. Further detailed assessment of potential capacity issues may be required. Numerous city centre bound bus services on Southwell Road. Cycle route provision on A612.			
Wider Benefits:	Sensitive development could preserve and secure the future of heritage assets on site and provide employment and new housing.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site forms part of Sneinton Market Conservation Area. There are no obvious contamination issues. Within archaeological constraint area. Within AQMA. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding or HI.				

PA65 Creative Quarter - Bus Depot



Site Area (ha): 2.55	Ward: Dales
Address: Lower Parliament Street	Area Committee: Area 6

Overall Summary

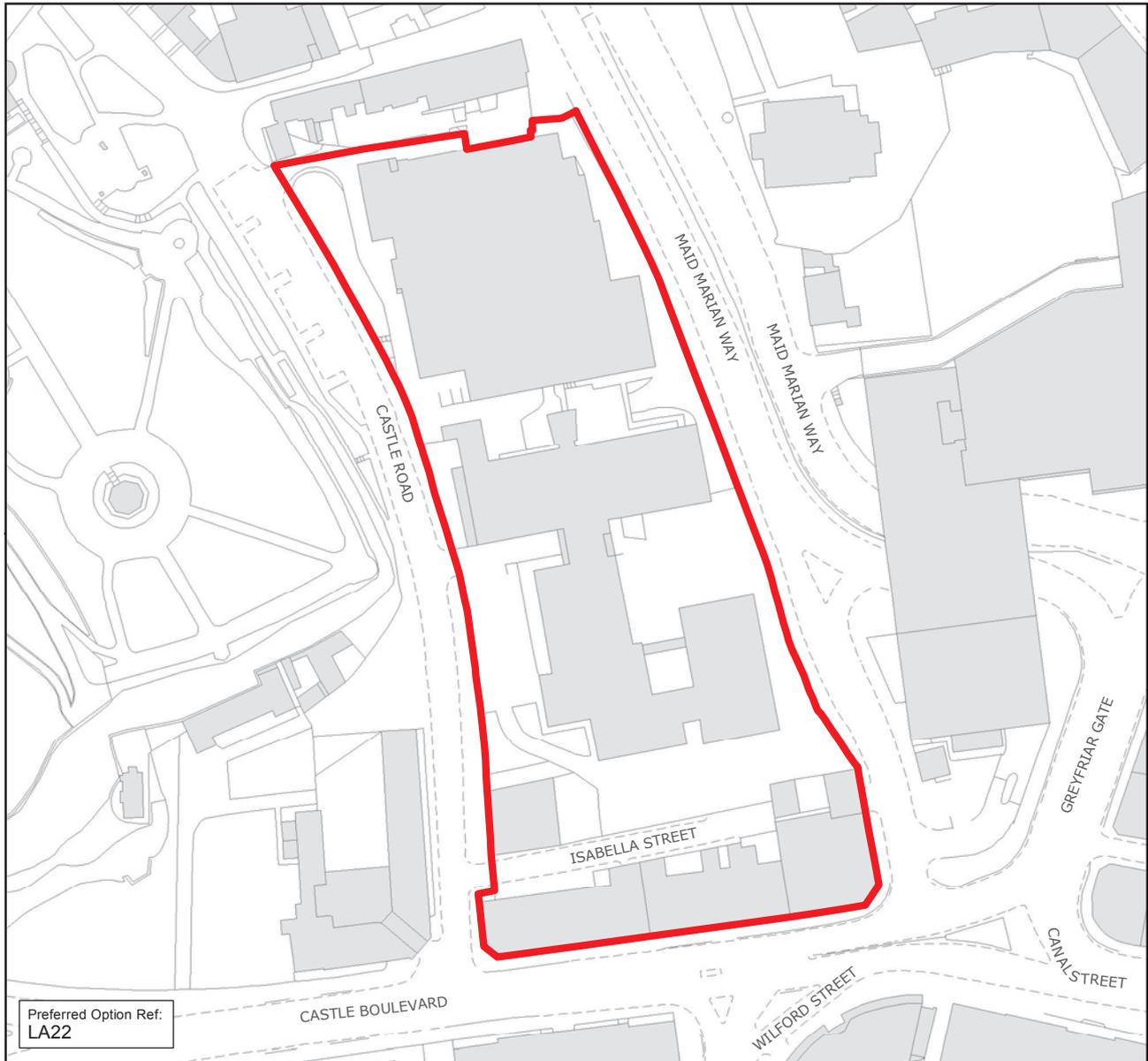
This city centre site is currently allocated for mixed use development (MU5.2) in the Nottingham Local Plan (2005). The site and buildings are currently occupied. Neighbouring uses are generally of a commercial nature, with elements of residential. Development here could bring forward a large brownfield site improving the physical environment of this part of the city and facilitating the relocation of the bus station. It is recommended that this site is taken forward as an allocation for mixed use.



PA65 Creative Quarter - Bus Depot

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.1 Highway Route Improvement to Lower Parliament Street and Penny Foot Street and Southwell Road.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.1 Highway Route Improvement to Lower Parliament Street and Penny Foot Street and Southwell Road.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Vehicle stabling, possible diesel spillages etc			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Subject to mitigation.			
Access:	General vehicle access potentially achievable via Pennyfoot street and possibly Manvers Street. Right turns in and out from Lower Parliament Street and Southwell Road, likely to be difficult due to volume of traffic, even after completion of Connecting Eastside later phases. Further detailed assessment of traffic capacity impacts required. City centre bound bus services on Southwell Road.			
Wider Benefits:	Development could bring forward a large brownfield site and relocate bus depot to a more suitable site.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is in close proximity to the Eastcroft Energy from Waste facility. Where a development is large in area or in height and is in reasonable proximity to the chimney then the dispersion characteristics could be effected or a new sensitive receptor introduced, which would need further assessment. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Part of site falls within the Sneinton Market Conservation Area. Within archaeological constraints areas, minerals safeguarding area and close to AQMA. No constraints relating to flooding or HI.				

PA66 Castle Quarter, Maid Marian Way - College Site



Site Area (ha): 1.44	Ward: Radford and Park
Address: Maid Marian Way	Area Committee: Area 4

Overall Summary

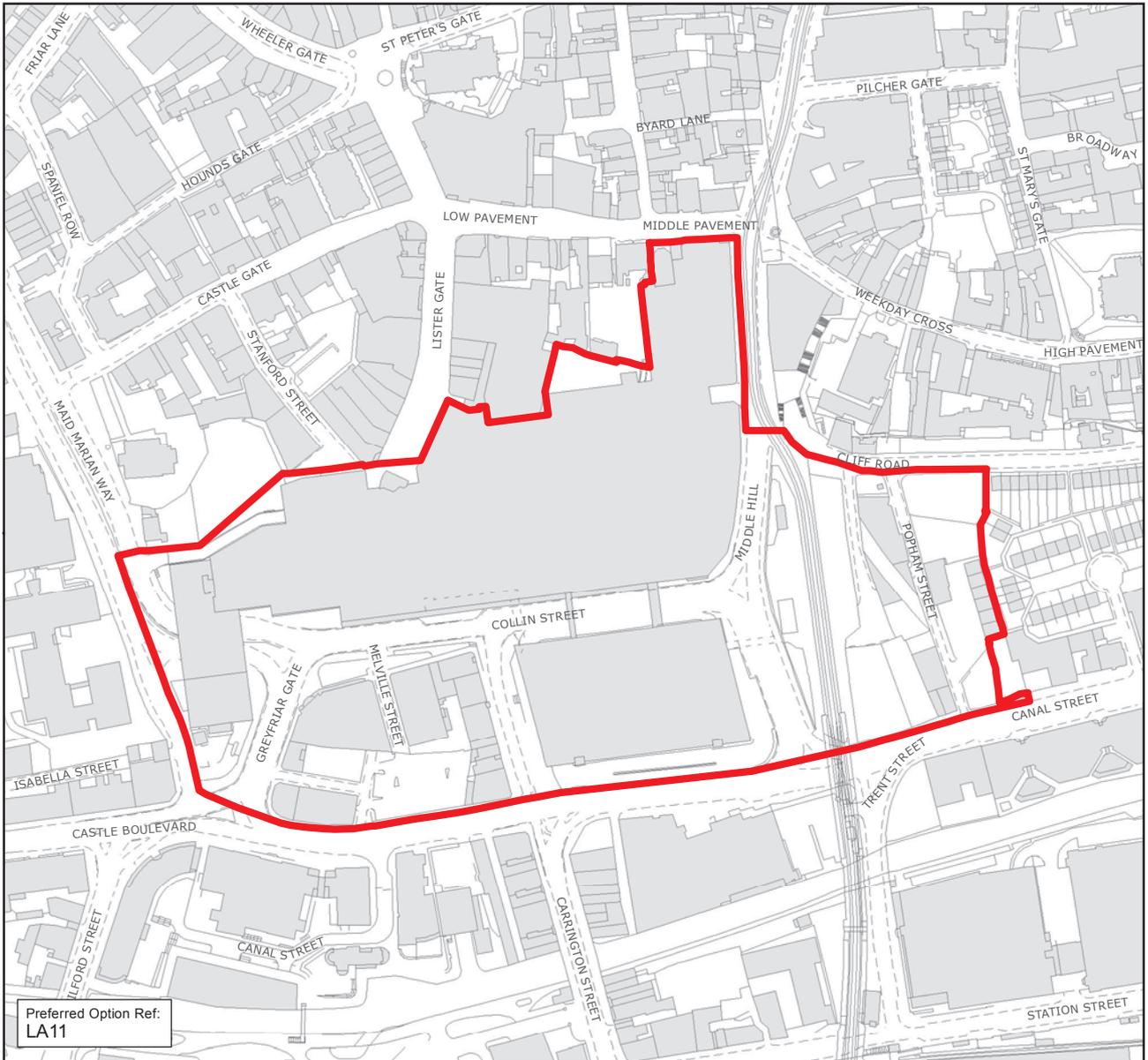
A city centre active site located in a highly sensitive position immediately to the east of Nottingham Castle, a Grade I listed building and a scheduled monument, adjacent the Castle Conservation Area (north and west), the Old Market Square Conservation Area (east) and the Canal Conservation Area (south), currently allocated for mixed use (MU1.3) in the Nottingham Local Plan (2005). The current college building detracts from the overall quality of the townscape in this area. Neighbouring uses are typical of those usually expected in the city core (employment, commercial, tourism). Planning applications (refs: 07/01317/POUT & 07/01318/PFUL3) to redevelop the site (save the buildings fronting Castle Boulevard) were approved at Committee although formal decisions are yet to be issued in the absence of a signed Section 106 Agreement. Proposals to relocate the existing college are progressing. The site provides the opportunity to deliver transformational change to improve the setting of historic assets and replace the current unsympathetic college buildings. It is recommended that it is taken forward as a mixed use allocation.



PA66 Castle Quarter, Maid Marian Way - College Site

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Turning Point South transport scheme is being developed in coordination with Broadmarsh proposals.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Land falls/slopes from north to south.			
Known contamination: No	None			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - Support.			
Access:	General vehicle access potentially achievable from Castle Road. May require detailed traffic assessment, considering possible downgrading of Canal Street, and subsequent increased flows on Southern Relief Route. Regular bus services on Maid Marian Way and Castle Boulevard. Adjacent to strategic cycle network.			
Wider Benefits:	Current development is unsympathetic to its setting adjacent to Nottingham Castle, Listed Buildings and Conservation Areas. Development provides an opportunity to bring forward an appropriately designed scheme to aid the positive transformation of the area and create new east west cycling and walking connections.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is surrounded on most sides by conservation areas. Listed buildings to the north. Site is immediately adjacent to Nottingham Castle, a Grade 1 listed building and scheduled monument and Register Park and Garden LGS at Castle Archaeological Constraints Area. Close to AQMA. Potential for caves and within caves area. Within Mineral Safeguarding Area. No constraints related to flooding or HI.				

PA67 Broadmarsh Centre



Site Area (ha): 8.12	Ward: Bridge
Address: Collin Street	Area Committee: Area 8

Overall Summary

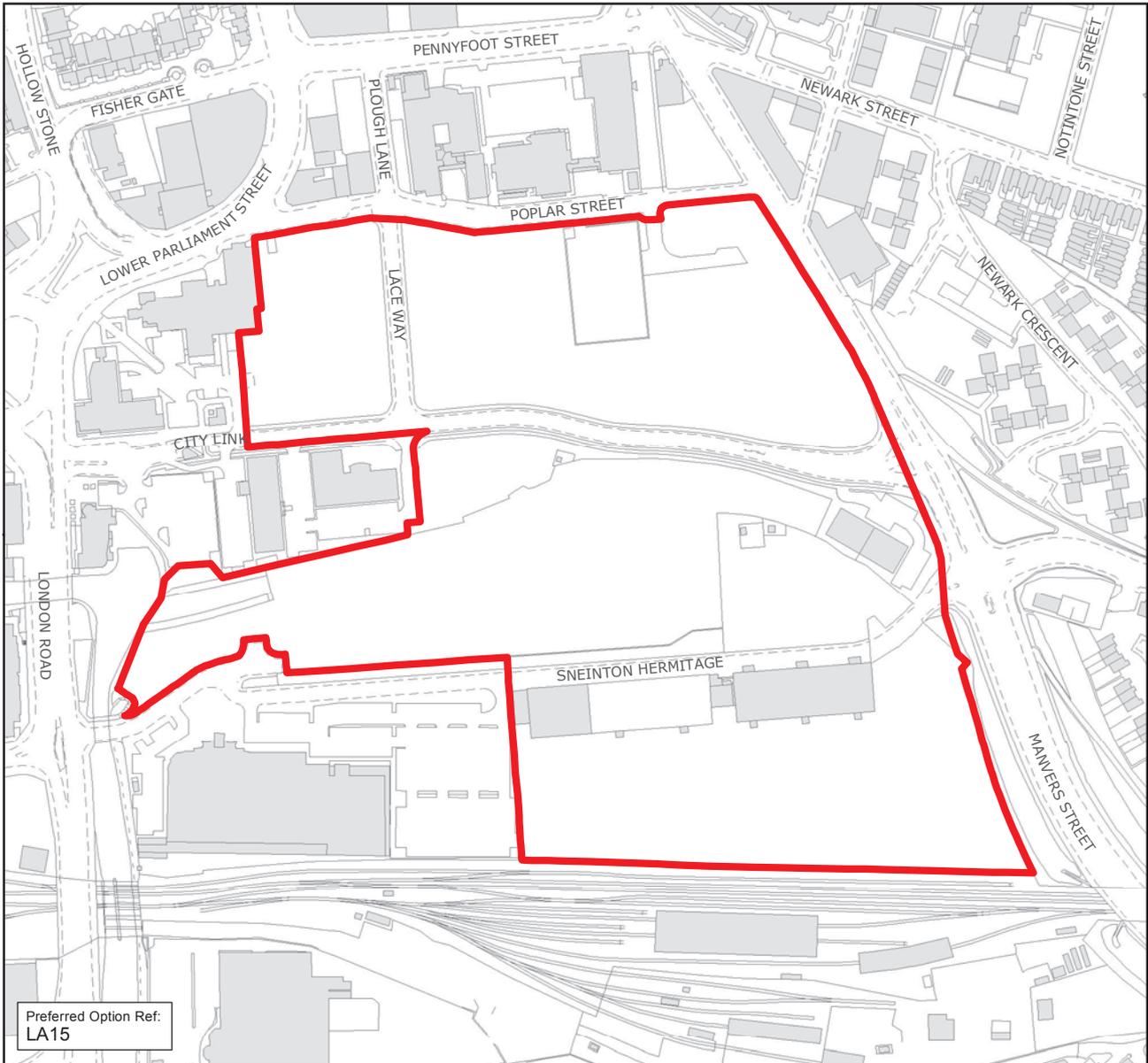
Site is allocated in the Nottingham Local Plan (2005) for major retail development and extension to the Broadmarsh Centre, to accommodate shopping, leisure and associated uses of regional significance (Policy S2). Important element in transforming this part of the City and creating new attractive route from the Station to the City Centre core. Planning permission granted summer 2015 for alternations, extension and COU to the centre. Site provides opportunity to deliver major improvements to southern gateway to the city and improve the retail and leisure offer. Recommended that the site remains an allocation for mixed use including retail, leisure and education uses.



PA67 Broadmarsh Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	TR2.16 Maid Marian Way Realignment
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.4 Turning Point South.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.4 Turning Point South, being developed as part of wider redevelopment proposals.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Somewhat steep	General rise from south to north. Substantial level changes across the extent of the site and between the site and neighbouring land and structures.			
Known contamination: Possible	Possible contamination issues. Various historic polluting uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support.			
Access:	Requires consistency with developing Turning Point South proposals, general vehicle access would need to be via Marian Way and Middle Hill. Regular bus services on Canal Street, Middle Hill, Maid Marian Way and Broadmarsh Bus Station. Potential tram stop on Middle Hill. Existing tram stop on Trent Street. Train Station nearby.			
Wider Benefits:	A major regeneration objective for the City, development will provide an attractive southern gateway to the city centre and improve retail and leisure offer.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: The site falls partially within, and is bound by, a number of conservation areas and historic buildings. Site lies within archaeological constraints area and incorporates a Scheduled Monument. Known contamination issues as a result of various historic uses. The southern and south-eastern areas of the site are identified to be at risk of flooding (Zones 2 and 3). Within 100m of Air Quality Management Area 2. Archaeological Constraints Area Caves area and known caves. Within minerals safeguarding area. No constraints to related to HI.				

PA68 Canal Quarter - Island Site



Site Area (ha): 9.76	Ward: Bridge
Address: Manvers Street	Area Committee: Area 8

Overall Summary

Site contains a number of separate site allocations in the Nottingham Local Plan (2005) for industrial development/expansion and restructuring (E2.5, E2.7 and E2.10). Grade II listed warehouse building to the south-western corner. Although site received planning permission for mixed use, delivery has stalled but the site remains a priority for regeneration due to its brownfield status, location, size and potential to contribute to the economic prosperity of the city and to meeting housing needs. It is proposed that the site should be retained as an allocation for mixed use to contribute to meeting the requirements within the ACS.



PA68 Canal Quarter - Island Site

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	TR2.10 Manvers Street - affects slither of land to eastern site boundary.
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.1 just outside site to north west Connecting Eastside and TR2.2 through the centre of the site (Southern Growth Corridor). Indicative cycle route through centre of site.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Connecting Eastside , Southern Growth Corridor and Manvers Street Highway Planning lines.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Yes	Known contamination issues. Gas works, railway yards etc			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	The portion of the site north of Sneinton Hermitage is at risk of flooding (Zone 2).			
Access:	General vehicle access potentially achievable via Manvers Street and/or London Road. New signalised junctions would facilitate right turns in and out site. Potential traffic capacity issues may require further detailed assessment. Regular L2 Bus Service operating to/from city centre, has stops on Manvers Street.			
Wider Benefits:	A major brownfield regeneration objective for the City, with potential for significant improvements to the physical and social environment providing retail, residential and employment opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: The portion of the site north of Sneinton Hermitage is at risk of flooding (Zone 2). Known contamination issues as a result of various historic uses. Underground concrete slab. High pressure gas mains. The site is within close proximity to the Eastcroft Energy from Waste facility and the London Road Heat Station boiler emission point. The modelled air dispersion impacts of the chimney emissions would have to be reviewed with the Environment Agency. Within 100m of Air Quality Management Area 2. The site includes a listed warehouse and grade II listed building bounds the south-western corner of the site. Within archaeological constraint zone, AQMA and minerals safeguarding area. No constraints related HI.				

PA69 Canal Quarter - Station Street/Carrington Street



Site Area (ha): 0.76	Ward: Bridge
Address: Station Street	Area Committee: Area 8

Overall Summary

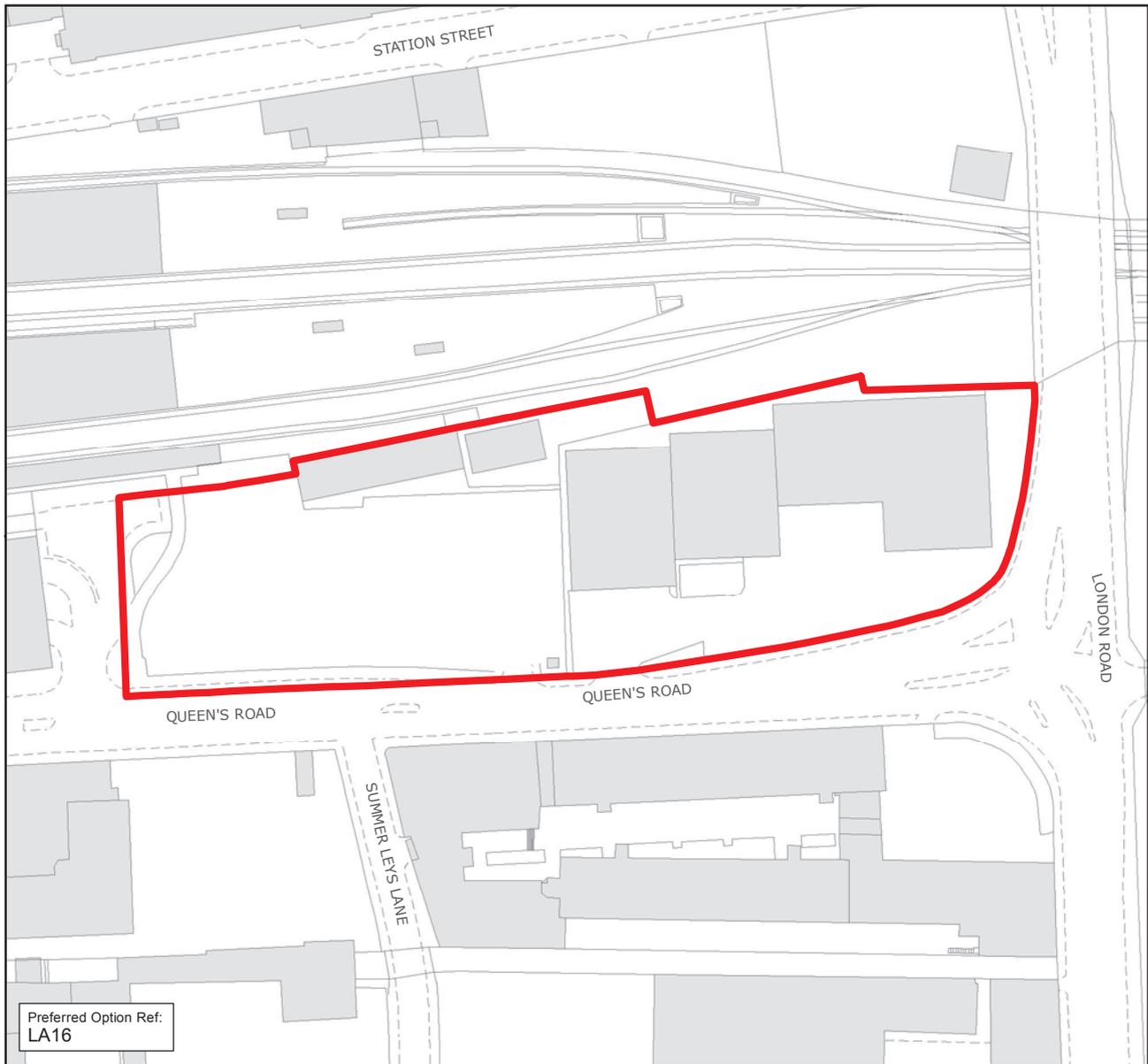
Site incorporates area covered by mixed use allocation in the Nottingham Local Plan (2005) (Policy MU3.6) and additional land and buildings to the south/west. Station Street Development Brief November 2012 (approved February 2013) provides guidance for potential development and requires the retention of some existing buildings within the site. The site is currently occupied by a range of buildings and different uses and the area in the vicinity of the site is similar characterised by a mix of uses also. Nottingham Station transport interchange lies to the south of the site and NET (tram line) forms the eastern site boundary. The Nottingham Canal lies immediately to the north of the site. Brownfield site suitable for mix of uses with both refurb and redevelopment provided sensitive scheme is secured. Highly accessible location. It is recommended that this site is taken forward as an allocation for mixed use.



PA69 Canal Quarter - Station Street/Carrington Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Access arrangements would need to be consistent with any possible future tram scheme.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Turning Point South (downgrading of both Carrington Street and Canal Street) - being developed in coordination with Broadmarsh proposals.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Somewhat steep	Level change between Station Street and interior of site, with land sloping downwards from Station Street towards the canal.			
Known contamination: Possible	Possible contamination issues. Railway lands, other historic uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support subject to mitigation.			
Access:	General vehicle access potentially achievable from Station Street and Trent Street, although possible local access/capacity constraints, which would need further assessment. Area likely to be dominated/restricted by taxis, train station traffic and parking/taxi bays. As part of the Hub proposals, the junction of Station Street/Carrington Street will be closed. Served by a number of bus services on Carrington Street and Broadmarsh area. Train station/tram stop adjacent. Cycle links to canal routes nearby.			
Wider Benefits:	Highly accessible brownfield site, redevelopment could help secure buildings of townscape value and replace existing unsympathetic buildings with more fitting design and provide retail and employment opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: The site contains two Grade II listed buildings (111 Carrington Street and the Bentinck Hotel). The site falls partially within the Station Conservation Area and partially within the Canal Conservation Area and contributes towards the setting of the Grade II* listed Nottingham Station. Located with Flood Zones 2 and 3. Site specific flood risk assessment should consider risk of breach/over topping from Trent flood defences. Possible contamination issues to historic uses. Within 100m of Air Quality Management Area 2. Within archaeological constraint area and minerals safeguarding zone.				

PA70 Canal Quarter - Queens Road, East of Nottingham Station



Site Area (ha): 1.24	Ward: Bridge
Address: Queen's Road	Area Committee: Area 8

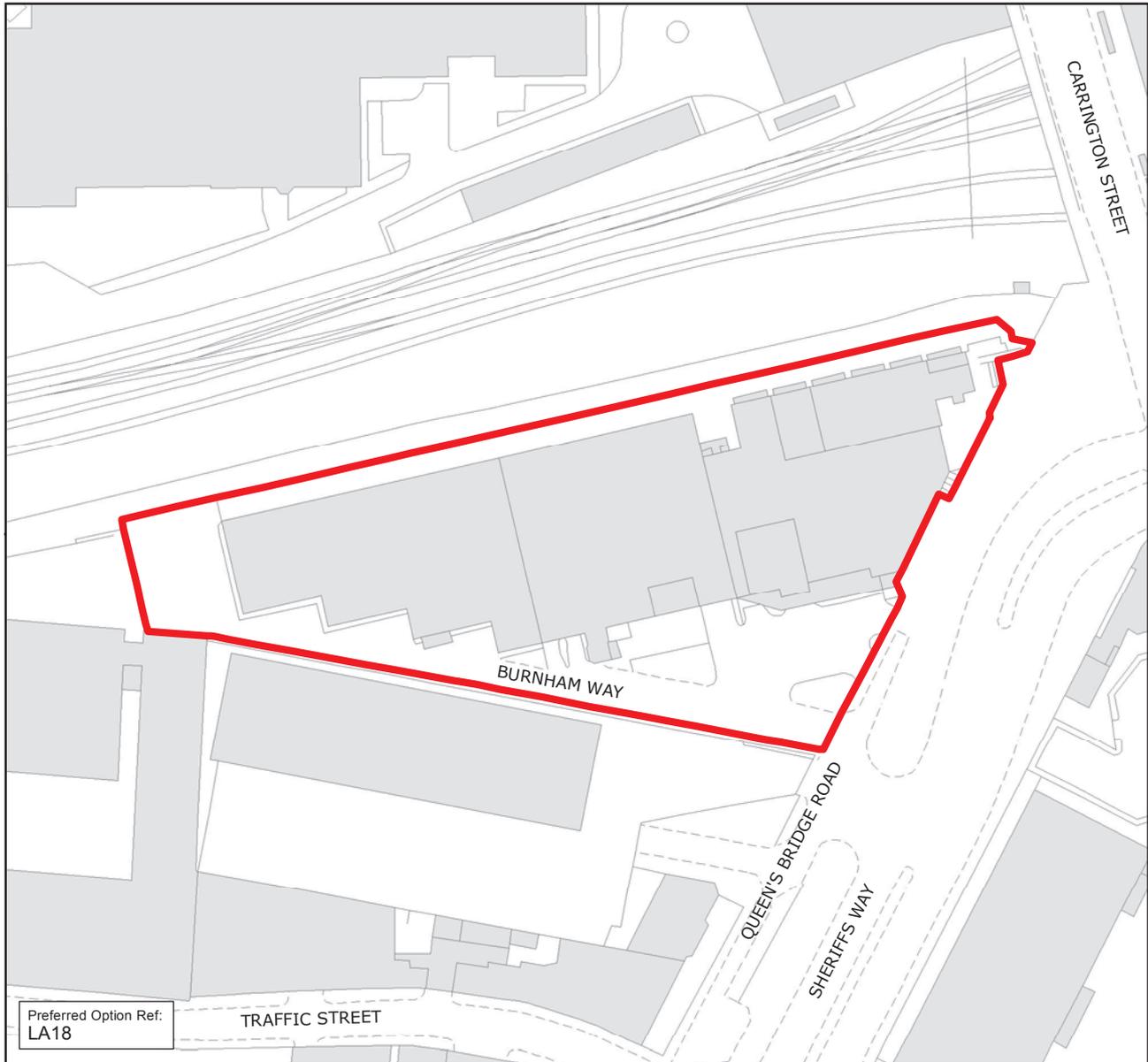
Overall Summary

Site is currently allocated for mixed use (MU3.5) in the Nottingham Local Plan (2005). Station Car Park to west constructed and in use (Planning Permission 06/00694/PFUL3). Existing buildings at the junction of Queens Road currently in retail, car hire and car parking use. Railway line borders site to the north and neighbouring uses to the south are primarily residential. North eastern portion of 2005 land allocation (not proposed to be carried forward as a Preferred Option) is currently in operational use and separated by the railway line, therefore, site boundary amended to exclude site on Station Street which is likely to come forward later in the plan period. Brownfield site located on a prominent corner, in a Conservation Area and close to Listed Buildings. Site suitable for mix of uses subject to careful design to help regenerate the area and respond to the scale of buildings such as Hicking and Jurys Inn. Important location for regeneration where Canal Quarter, Creative Quarter and Waterside meet. Allocation recommended to meet objectives of the ACS.

PA70 Canal Quarter - Queens Road, East of Nottingham Station

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? Yes	TR2.2 Southern Growth Corridor to the east but outside the site boundary. TR2.4 Turning Point South impacts on thin slither of the southern boundary	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? Yes	TR2.2 Southern Growth Corridor to the east but outside the site boundary. TR2.4 Turning Point South impacts on thin slither of the southern boundary	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat.	None				
Known contamination: Possible	Possible contamination issues, railway lands, other historic uses				
Air Quality Management Areas: Yes					
Flood Risk Constraints Comments:	EA - support subject to mitigation. Site greater than 1ha so site specific FRA required.				
Access:	Any vehicle access would need to be via Queens Road. Restricted traffic only on Carrington Street, as proposed as part of Nottingham Hub redevelopment. Access would not be achievable off London Road. Regular bus services on Carrington Street. New tram stop at Nottingham Station, as part of Hub/NET works. Land to the east of the station lies at a lower level than London Road and the parts of the site adjoining London Road currently have no frontage onto it. Queens Road runs along the southern boundary of the site and carries a high volume of vehicular traffic and links Meadows way with London Road.				
Wider Benefits:	Brownfield site at a prominent gateway, capable of delivering significant improvements to the built environment and enhance heritage assets. Potential for connection to the District Heating System.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Grade II* Midland Railway Station lies to the west of the site. The site lies within the Station Conservation Area. Site lies within an area at risk of flooding (zones 2 and 3). Possible contamination issues due to historic land uses. Within 100m of Air Quality Management Area 2 - assessment likely to be required. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to HI.					

PA71 Canal Quarter - Sheriffs Way, Sovereign House



Site Area (ha): 0.87	Ward: Bridge
Address: Sheriffs Way	Area Committee: Area 8

Overall Summary

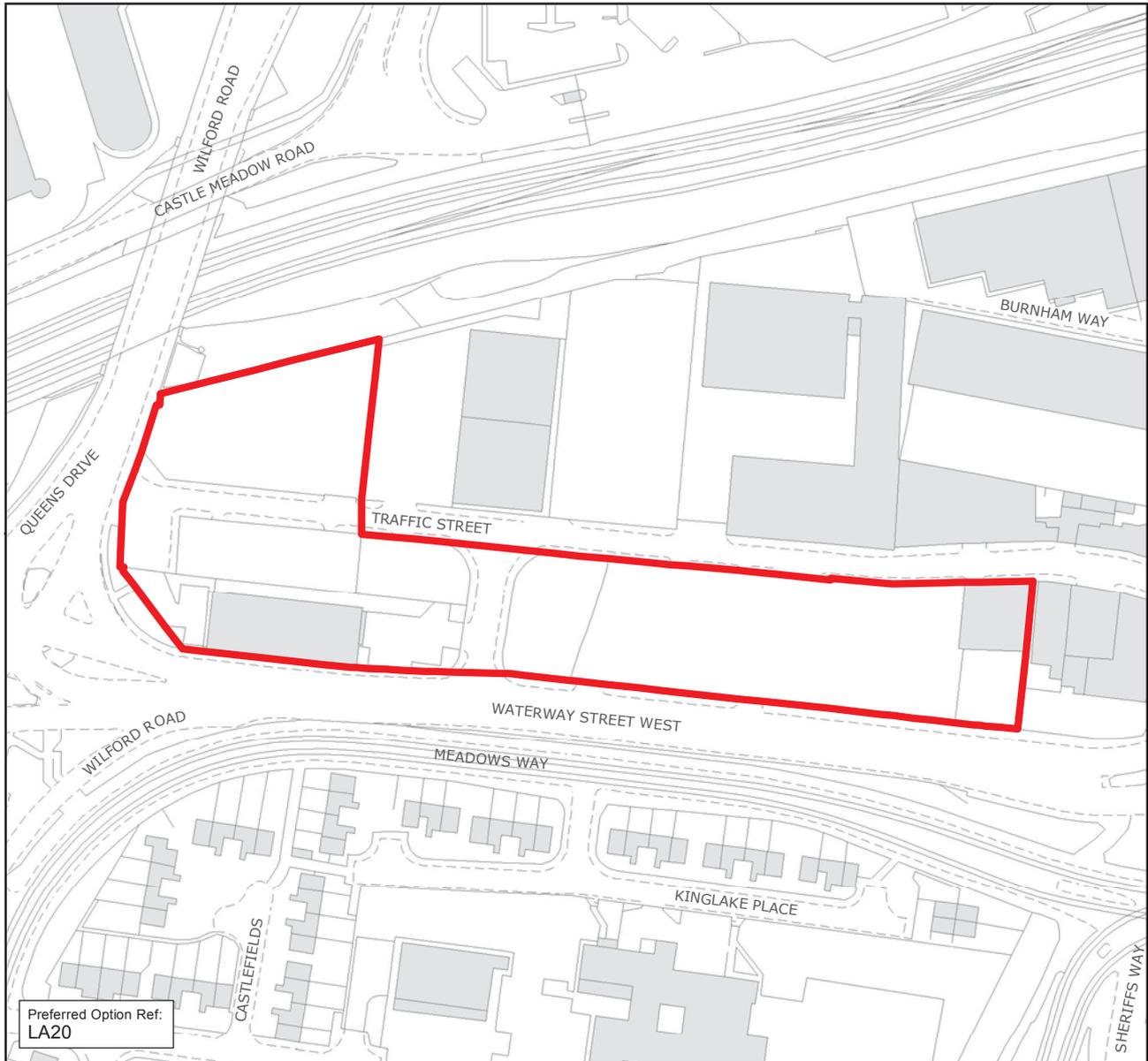
The site is currently allocated for mixed use development (MU3.1) in the Nottingham Local Plan (2005). Site is in close proximity to Nottingham Station transport interchange and bordered by railway line to the north. Existing substantial building on the site is largely vacant but there is partial use for car parking, retail and storage. The southernmost building is occupied and in active use. To the south and west of the site are a mix of industrial and commercial uses. Permission (09/00947/POUT) for offices, hotel, leisure, non-residential institution and a range of auxiliary retail (A1,A2, A3, A4, A5). Permission in 2014 14/00674/POUT for demolition and erection of mixed use scheme offices, hotel, shops, financial and professional, leisure, parking. Priority brownfield site for regeneration in the Canal Quarter expected to deliver significant employment benefits as part of a new business quarter centred on the Station Hub. Potential to significantly enhance physical environment. Partnership scheme with NCC likely. Recommended that site be retained as an allocation.



PA71 Canal Quarter - Sheriffs Way, Sovereign House

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site sits at lower level than adjoining Carrington Street.			
Known contamination: Yes	CL issues - Under investigation. Various former industrial uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - No objections. Site lies within area of flood risk (zones 2 and 3).			
Access:	Site bounded by railway line to the north. Vehicle access potentially achievable from Queens Bridge Road/Sheriffs Way. May require detailed assessment of traffic capacity impacts on local network, considering aspiration to downgrade Canal Street, and subsequent increased traffic on Southern Relief Route. Regular bus services operate along Carrington Street/Arkwright Street. New tram stop at Nottingham Station, as part of the Hub/NET works. Train station nearby.			
Wider Benefits:	This brownfield site is in a highly prominent location in very close proximity to the railway station/NET/bus services. Given its prominent position and relationship with adjoining areas and uses, the site has very high regeneration potential, not only in terms of those benefits derived directly from any on-site development that would replace existing unsightly buildings, but also in terms of helping to prompt development on adjoining sites. Key to delivering new business quarter. Potential for connection to District Heating System.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies within an area at risk of flooding (zones 2 and 3). Site lies adjacent to the south western boundary of the Station Conservation Area and is located in close proximity to the Grade II* listed Midland Railway Station. Contaminated land issues due to former industrial uses. Within 100m of an Air Quality Management Area 2. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology or HI.				

PA72 Canal Quarter - Waterway Street



Site Area (ha): 1.07	Ward: Bridge
Address: Waterway Street West	Area Committee: Area 8

Overall Summary

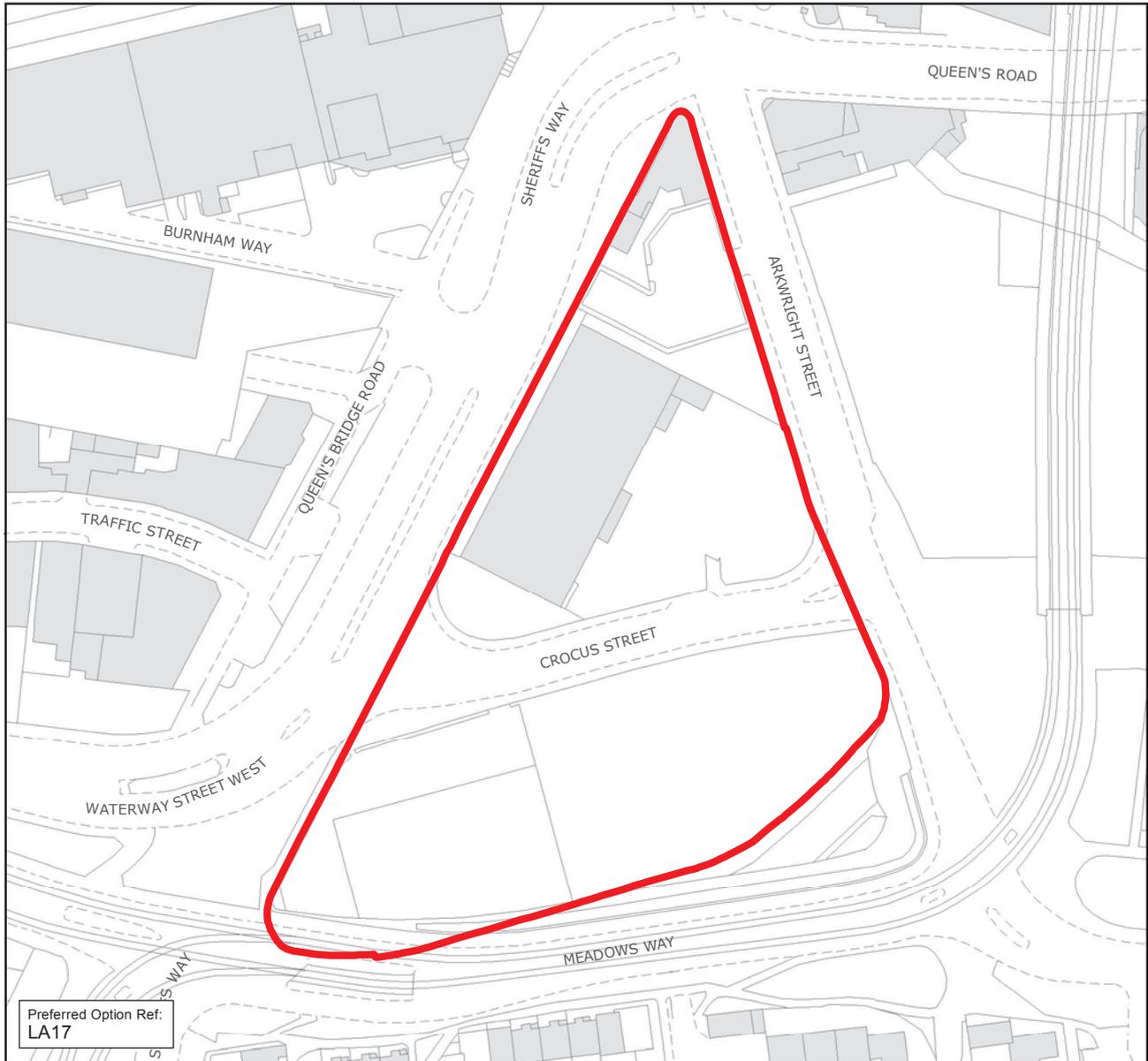
Site incorporates area covered by mixed use allocation (MU3.7) in the Nottingham Local Plan (2005) and additional land to the east. The existing allocation is the subject of a planning permission (11/01251/PFUL3) for offices (with auxiliary ground floor retail use) and the eastern part of the site has temporary planning permission for use as a car park. The remainder of the site is largely cleared and in partial use as a temporary car park. Nottingham Station lies in close proximity to the site to the northeast and NET Phase Two (tram route extensions) runs past the southern boundary of the site on Meadows Way. Neighbouring properties to the north and east are in a mix of uses and the residential area of the Meadows is situated to the south of Waterway Street. This partly cleared brownfield site lies opposite the northern edge of the Meadows housing area and has the potential to transform the physical environment to better manage the transition from City Centre to residential area through sympathetic development of an appropriate type and scale. Mix of uses suitable but of a design commensurate with a City Centre location. Recommend include as an allocation to meet regeneration, housing and employment objectives of the ACS.



PA72 Canal Quarter - Waterway Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.4 Turning Point South to southern boundary
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site is mainly flat, but rises in the north west towards Wilford Road bridge.			
Known contamination: Yes	CL issues - Under investigation . various former industrial uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support. Site lies in area of flood risk (zones 2 and 3). Tinkers Leen culvert runs to north - alignment should be established and where possible opened up.			
Access:	Vehicle access potentially achievable from Waterway Street West. Traffic Street is a no through route. May require detailed assessment of traffic capacity impacts on local network, also considering aspiration to downgrade Canal Street, and subsequent increased traffic on Southern Relief Route. City Link 1 bus serve operates frequently on Waterway Street West. Site located near to Nottingham Train Station and new tram stop. Links into cycle network, to be implemented as part of NET Phase 2. The site is also in close proximity to NET Line 2. Train station nearby.			
Wider Benefits:	The site is in a highly visible location and in easy walking distance of the railway station. The development of high quality buildings would improve the physical appearance of the area, make good use of brownfield land and help to encourage wider regeneration of the surrounding area - particularly improving the relationship to the Meadows housing area. Potential for connection to the DHS.			
Radon Class: 1	Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)			
Overview of constraints: Site lies in flood risk area (zones 2 and 3). Culverted watercourse to north. Contaminated land issues due to former industrial uses. Rail line to north. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.				

PA73 Canal Quarter - Sheriffs Way/Arkwright Street



Site Area (ha): 1.21	Ward: Bridge
Address: Meadows Way	Area Committee: Area 8

Overall Summary

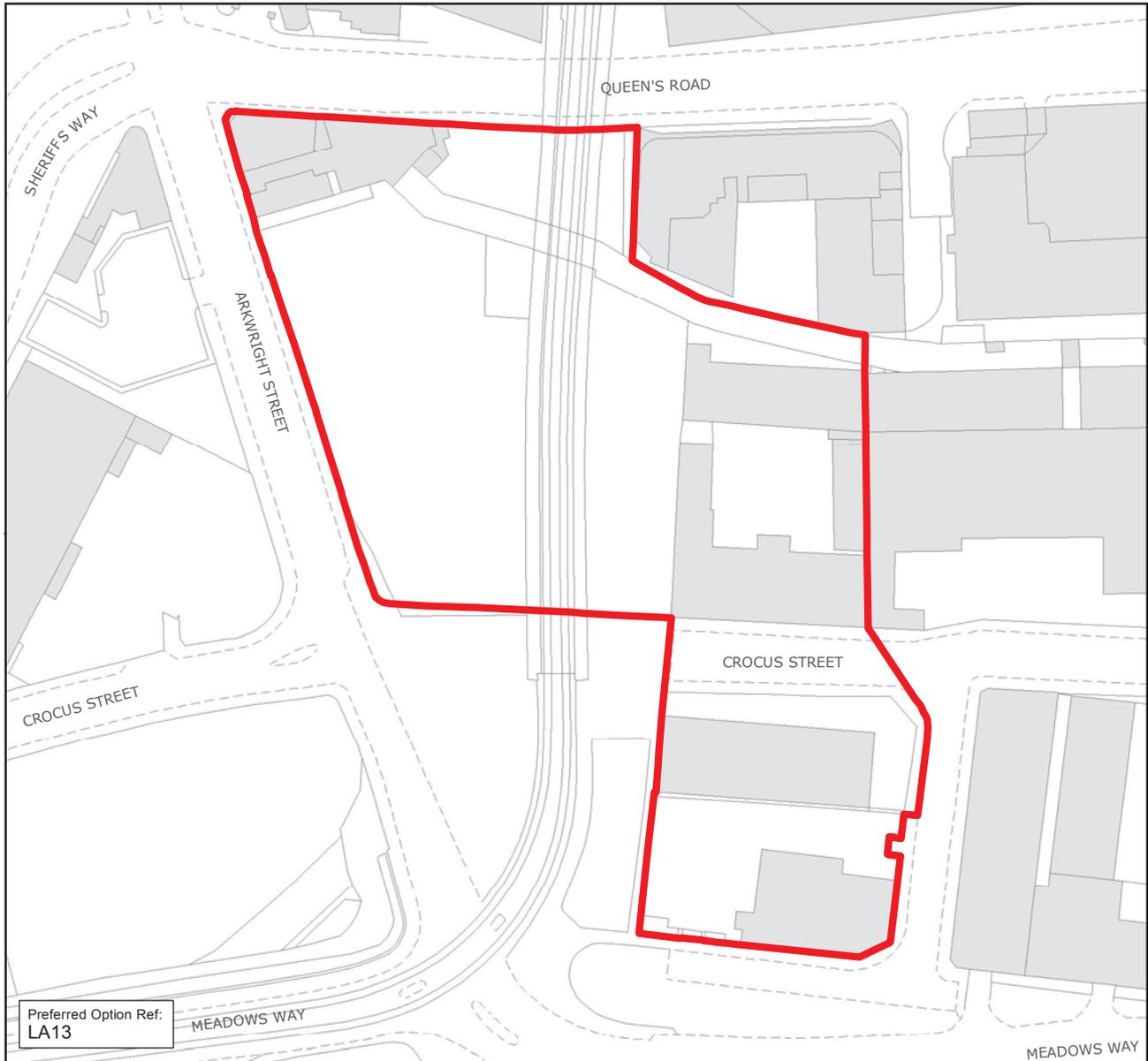
Site is currently allocated for mixed use (MU3.3) in the Nottingham Local Plan (2005). Area south of Crocus Street is cleared and buildings to the north of Crocus Street are in use as kitchen and fireplace showrooms. NET Phase Two (tram route extension) runs along south eastern boundary of site. Areas to the east, west and north, of the site are characterised by a mix of commercial uses and the site lies in close proximity to Nottingham Station transport interchange. The residential area of The Meadows lies to the south of the site. 08/01176/POUT - Committee resolution to grant in respect of redevelopment comprising a mixed use multi storey development of five building blocks, with proposed uses including offices, hotel, leisure, retail, student accommodation, residential, car parking and public plaza (application spans further land including PA74 to the east). Highly accessible brownfield site (partly cleared) opposite new transport hub and within Conservation Area. Key site in managing the transition between City Centre and Meadows housing area and in contributing to a new business quarter close the Station Hub. Suitable for mix of uses but with a focus on business use. Appropriate design, layout and scale important in delivering successful scheme which relates both City Centre and Meadows. It is recommended that this site is taken forward as an allocation to deliver the regeneration, employment and housing objectives of the ACS.



PA73 Canal Quarter - Sheriffs Way/Arkwright Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.4 to north and west.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	The site is broadly flat with a gradual increase on ground level from south to the north.			
Known contamination: Possible	Possible contamination issues. Various former industrial uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Site is greater than 1ha so site specific FRA required. Site located in flood zone 2.			
Access:	Primary vehicle access point would need to be via Sheriffs Way, with possible secondary access on Meadows Way. Development should consider bus gate on Arkwright Street, and NET route on Meadows Way. Traffic capacity impacts upon local network may require further detailed assessment. Regular bus services operate on Arkwright Street. New tram stop at station as part of Hub/Station works. Train station nearby.			
Wider Benefits:	This brownfield site is in a highly prominent and accessible location. It lies in very close proximity to the railway station/NET/bus services. Given its prominent position and relationship with adjoining areas and uses, the site has very high regeneration potential, not only in terms of those benefits derived directly from any on-site development but also in terms of helping to prompt development on adjoining sites and deliver attractive and active routes to the Meadows. Key to delivering new business quarter. Potential for connection to District Heating System.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies partly within the Station Conservation Area and contains buildings of heritage value. Site is in area of medium flood risk (zone 2). Within 100m of an Air Quality Management Area 2. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology or HI.				

PA74 Canal Quarter - Arkwright Street East



Site Area (ha): 1.22	Ward: Bridge
Address: Arkwright Street	Area Committee: Area 8

Overall Summary

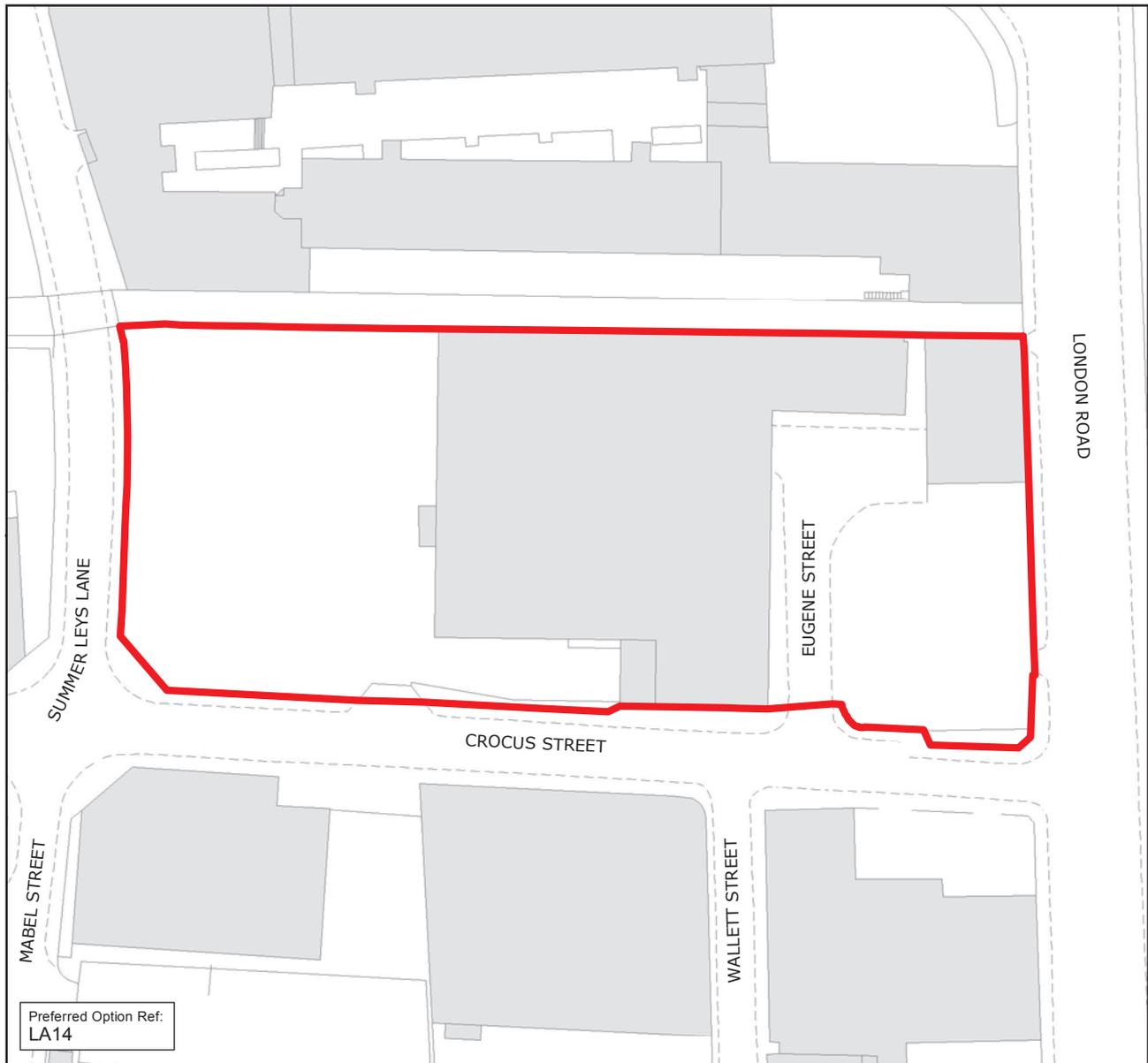
A broadly similar site is allocated in the Nottingham Local Plan 2005 (MU3.9), excluding part of area fronting onto Queen's Road that is now occupied by apartments following implementation of planning permission 12/01236/PFUL3, and now including additional area to the east of NET Phase Two (tram route extension) that runs through the site. Several buildings fronting Arkwright Street now demolished to facilitate NET line. Buildings at junction of Arkwright Street/Queens Road remain. Eastern and southern parts of site substantially cleared. Site boundary amended to reflect area remaining following NET implementation. Site lies in close proximity to Nottingham Station to the north. Neighbouring uses include The Meadows residential area to the south, industrial/commercial to the east and west. This brownfield and partly cleared sites is an important element in realising regeneration aims for the Canal Quarter as a new vibrant business led community. Following tram works, this site has the potential for refurbishment and new build to improve the physical appearance of this part of the City and in particular connections to the Meadows. It is recommended that this site is taken forward as an allocation to meet the regeneration and employment objectives of the ACS.



PA74 Canal Quarter - Arkwright Street East

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	TR2.4 Turning Point South safeguarding to north of site.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.4 Turning Point South safeguarding to north of site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. various former industrial uses could have resulted in contamination.			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	Site is located within a high flood risk area (Zones 2 and 3).			
Access:	Would require vehicle access from Queens Road and/or Crocus Street. Any Queens Road access would need to be set back from Arkwright Street/Queens Road junction. Traffic capacity impacts upon Queens Road and local network may require further detailed assessment. Regular bus services operate on Arkwright Street. Tram stop at Nottingham Station. Train station nearby.			
Wider Benefits:	The site is in a highly prominent location, in very close proximity to the railway station. The main pedestrian and cycle links with the Meadows area run alongside it, and heavily used vehicular routes pass by on three sides. Given its prominent position and relationship with adjoining areas and uses, the site has very high regeneration potential, both directly from any on-site development, but also benefits neighbouring areas through improved linkages and improvements to the physical environment. Key to delivering new business quarter. Potential for connection to District Heating System.			
Radon Class: 1	Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)			
Overview of constraints: NET Phase Two (tram route extension) crosses the site. Listed buildings to the north and east, including Grade II* Midland Railway Station. Site lies partly within the Station Conservation Area and contains buildings of heritage value. Site is located within a high flood risk area (Zones 2 and 3). Tinkers Leen culvert crosses northern part of site. Within 100m of Air Quality Management Area 2. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology or HI.				

PA75 Canal Quarter - Crocus Street, Southpoint



Site Area (ha): 0.94	Ward: Bridge
Address: Crocus Street	Area Committee: Area 8

Overall Summary

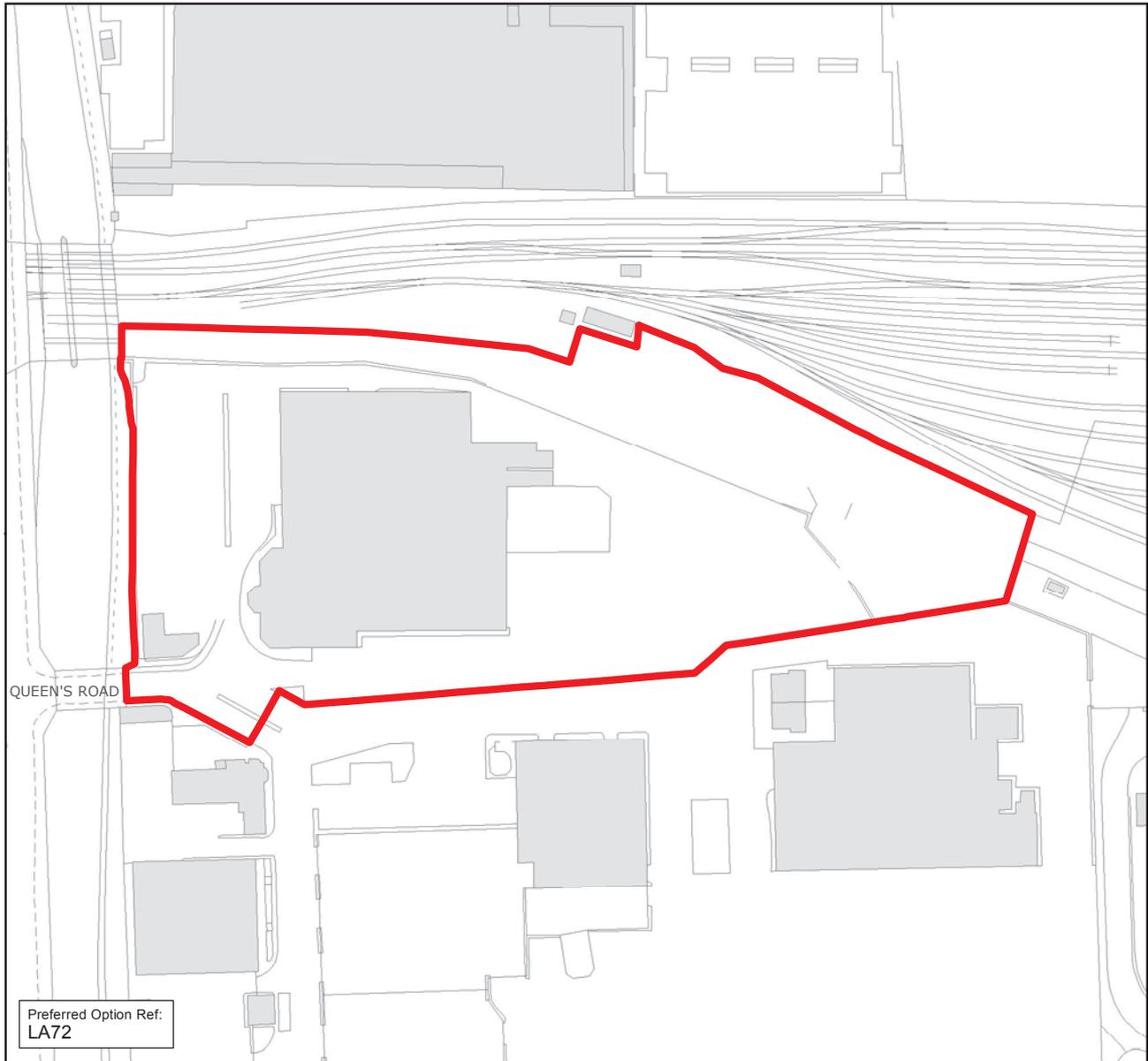
This site, vacant and largely cleared with a small temporary car wash use, forms the southern half of land allocated for mixed use development (MU3.2) in the Nottingham Local Plan (2005). The site/land west of Eugene Street has an extant permission for 350 residential units including 12 live/work units and basement car parking (10/01814/PFUL3 allowed on appeal), whilst the site/land to the east of Eugene Street had planning permission (07/01984/PFUL3) for a mixed use scheme (office, residential and ground floor A1, A2, A3, A4) but this has now lapsed. Neighbouring use to the north is residential (within area covered by 2005 allocation), and areas to the south and west of the site are characterised by a mix of industrial and commercial uses. It is recommended that this larger site (as oppose to the smaller DS66) is taken forward as an allocation given its current planning status.



PA75 Canal Quarter - Crocus Street, Southpoint

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	TR2.4 to north of site but unlikely to have impact.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site lies at slightly lower level than adjacent London Road.			
Known contamination: Yes	CL issues - Under investigation. Various former industrial uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Site lies within medium flood risk area (zone 2).			
Access:	Site bounded by Tinkers Leen to the north. Primary vehicle access would need to be via Crocus Street. No egress from Crocus Street onto London Road. Traffic capacity issues unlikely. Regular bus services operate on Meadows Way. Train station nearby.			
Wider Benefits:	This site is in a highly prominent location within Conservation Area and close to Listed Buildings. This brownfield and partly cleared site provides significant potential for improvements to the built environment and to contribute to the regeneration objectives of the ACS. Potential for biodiversity enhancement associated with Tinkers Leen. Potential for low carbon energy via DHS.			
Radon Class: 1	Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)			
Overview of constraints: North eastern corner of the site lies partly within the Station Conservation Area. Site lies within a medium flood risk area (zone 2). The site is within 100m of an Air Quality Management Area 2. Contaminated land issues due to former uses. Eastern edge falls within archaeological constraint area Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related HI.				

PA76 Waterside - London Road, Former Hartwells



Site Area (ha): 1.64	Ward: Bridge
Address: London Road	Area Committee: Area 8

Overall Summary

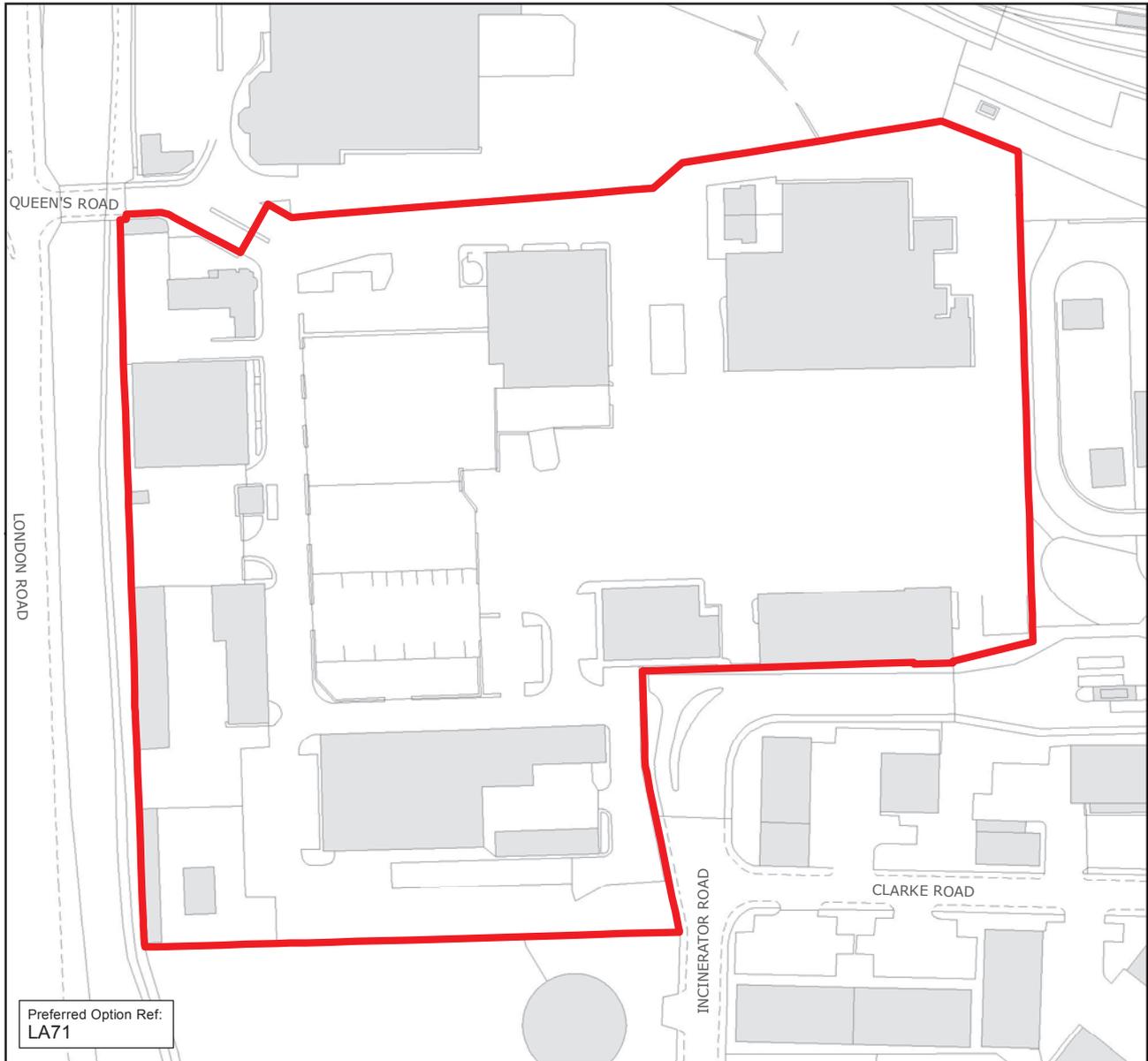
Site has no particular designation in the Nottingham Local Plan (2005). The building on site is currently in educational use and there is planning permission 13/01394/POUT for offices (B1) with auxiliary commercial uses (Classes A1, A2, A3, A4 and D1) and ancillary car parking. The site is bordered to the north by a railway line and to the south it adjoins the Eastcroft Depot, a current 2005 land allocation for mixed use (MU7.1). Nottingham Canal runs to the west of the site, beyond which lies London Road. This is a brownfield site at low risk of flooding, close to the City Centre with current permission for offices. The site has potential to deliver the regeneration objectives of the waterside. Relationship to the Energy from Waste Plant to the east requires careful consideration. It is recommended that the site is included as an allocation.



PA76 Waterside - London Road, Former Hartwells

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site sits at a higher level than adjoining canal and at lower level than London road to the west.			
Known contamination: Possible	Possible contamination issues. Former car showroom & workshops.			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Subject to mitigation. Outside area of flood risk but abuts area of flood risk.			
Access:	Vehicle access potentially achievable from London Road. May require detailed assessment of traffic capacity impacts upon the local network. Site not served directly by public transport. Nearest regular bus services are on Carrington Street. Nottingham Station and tram stop a short distance away. Connects to Big Track circular cycle route.			
Wider Benefits:	Development would bring forward an accessible brownfield site close to the City Centre and help delivery the regeneration objectives for the Waterside area.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies partly within archaeological constraints area. Site abuts an area of flood risk. Possible land contamination issues due to various former industrial uses. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of Air Quality Management Area 2. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to heritage, HI or AQMA. Close to Beeston Canal LWS.				

PA77 Waterside - London Road, Eastcroft Depot



Site Area (ha): 4.15	Ward: Bridge
Address: London Road	Area Committee: Area 8

Overall Summary

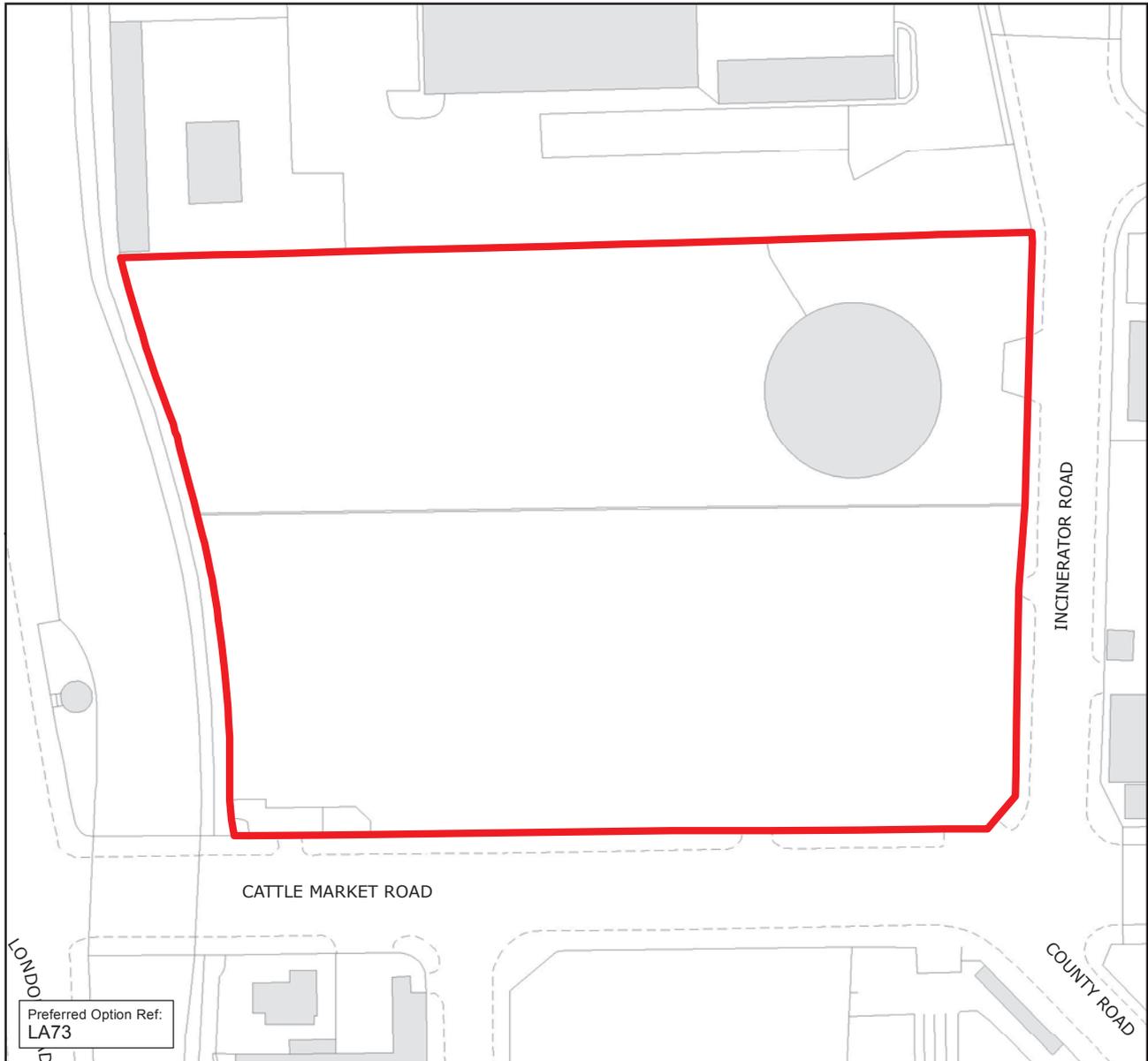
Site forms part of previous mixed allocation (MU7.1) in the Nottingham Local Plan (2005) and lies in the Waterside Area. The site incorporates the existing Eastcroft Depot that is in current operational use, and includes grade II listed buildings. Vacant land lying to the south of the site comprises the remainder of the 2005 allocation (forming part of PA78). To the north lies the Former Hartwells site which is currently in educational use. Other nearby uses are predominantly industrial and commercial, along with Notts County football ground. Nottingham Canal runs to the west of the site, beyond which lies London Road. This is a large brownfield site capable of delivering regeneration objectives of the ACS and it is recommended that this site is included as an allocation.



PA77 Waterside - London Road, Eastcroft Depot

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? no	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site lies at higher level than the canal that runs along the western boundary of the site but sits at a lower level than London Road to the west.			
Known contamination: Possible	Possible contamination issues. Various former industrial uses, including waste			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Subject to mitigation. Site specific flood risk assessment required with particular reference to the canal as a flow route for flood water and depths/velocities. Safe access required to/from the site. Tinkers Leen culvert runs through site - alignment should be established and where possible opened up for green corridor.			
Access:	Vehicle access potentially achievable from London Road. May require detailed assessment of traffic capacity impacts upon the local network. Site not served directly by public transport. Nearest regular bus services are on Carrington Street. Nottingham Station and tram stop a short distance away. Connects to Big Track circular cycle route.			
Wider Benefits:	This is a brownfield sites within a priority regeneration area and capable of delivering significant improvements to the physical environment and job creation opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site includes Grade II listed buildings. Very western edge of the site lies within an archaeological constraints area. Site lies within a flood risk area (Zones 2 and 3). Possible land contamination issues due to various former industrial uses. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of Air Quality Management Area 2. Within minerals safeguarding area. Tinkers Leen culvert runs through site.				

PA78 Waterside - London Road, South of Eastcroft Depot



Site Area (ha): 1.2	Ward: Bridge
Address: London Road	Area Committee: Area 8

Overall Summary

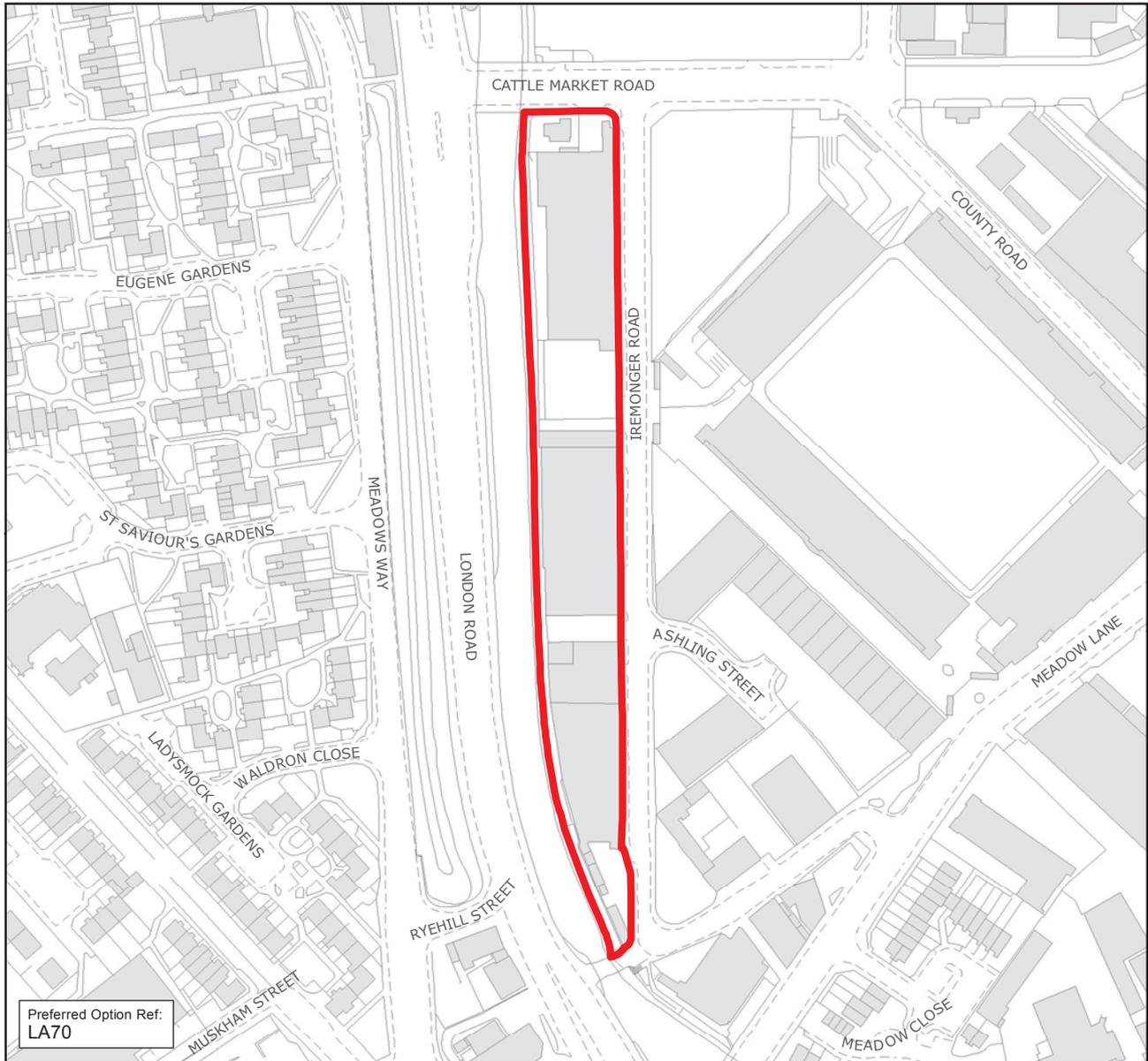
Site forms part of previous mixed use allocation (MU7.1) in the Nottingham Local Plan (2005) and lies in the Waterside area, to the south of the existing Eastcroft Depot. Nearby uses are predominantly industrial and commercial, along with Notts County football ground. Nottingham Canal runs to the west of the site, beyond which lies London Road. This brownfield site is located in a priority regeneration area and has potential positively enhance the built environment and address the regeneration objectives of the ACS. It is recommended that this site is taken forward as an allocation.



PA78 Waterside - London Road, South of Eastcroft Depot

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Adjacent to future tram safeguarding route. Access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Future tram route and Cattle Market Road realignment.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site lies at higher level than canal that runs along its western boundary.			
Known contamination: Possible	Possible contamination issues. Former car showroom & workshops			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support subject to mitigation. Safe access required to/from the sites. This site is in an area of flood risk (Zones 2 and 3).			
Access:	Vehicle access potentially achievable via Cattle Market Road. Traffic capacity impacts upon local network may require further detailed assessment. Site not directly served by public transport. Nearest bus service routes on Meadows Way. Connects to Big Track circular cycle route.			
Wider Benefits:	Brownfield site within a regeneration area with potential to positively enhance the built environment and provide employment opportunities to contribute to meeting the requirements of the ACS.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies partly within archaeological constraints area. Site lies within a flood risk area (Zones 2 and 3). Possible land contamination issues due to various former industrial uses. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of Air Quality Management Area 2. Within Mineral Safeguarding Area. Tinkers Leen culvert runs through north eastern part of site.				

PA79 Waterside - Iremonger Road



Site Area (ha): 0.94	Ward: Bridge
Address: Iremonger Road	Area Committee: Area 8

Overall Summary

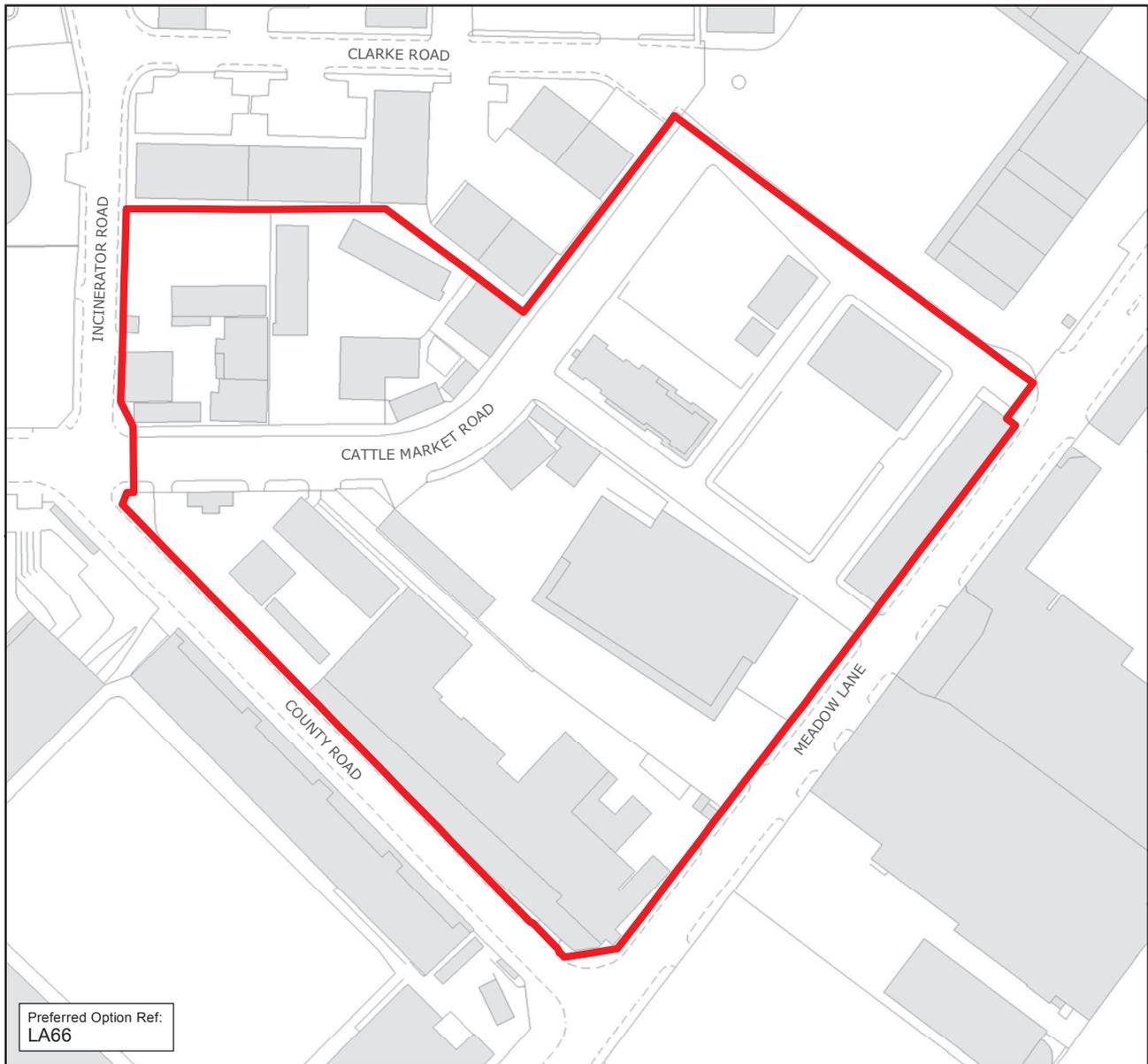
Site is a previous mixed use allocation (MU7.4) in the Nottingham Local Plan (2005) and lies in the Waterside Area. Site incorporates existing industrial buildings located between Ironmonger Road to the east and the canal to the west. Notts County Football Ground is situated nearby to the east along with a mix of industrial premises that are in operational use. To the south east, between the site and the River Trent, lies an established residential area. Site is adjoined by 2005 land allocation MU7.1 to the north. This brownfield site has the potential to improve the physical environment and contribute to employment and housing supply. It is recommended that this site is taken forward as an allocation.



PA79 Waterside - Iremonger Road

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Adjacent to future tram safeguarding route. Access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Cattle Market Road realignment and future tram route.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site lies at higher level than the canal that runs along the western boundary.			
Known contamination: Possible	Possible contamination issues. Numerous industrial premises on site			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Subject to mitigation. Site specific SFRA required and should consider Canal as flow route for floodwater. Safe access to/from site required. Site is located within high flood risk area (Flood Zones 2 and 3).			
Access:	Vehicle access potentially achievable via Ironmonger Road. No right turn in and out of Meadow Lane from London Road. Traffic capacity impacts upon local network may require further detailed assessment. Site not directly served by public transport. Nearest bus stops on Meadows Way. Site connects to Big Track circular cycle route.			
Wider Benefits:	This is an accessible brownfield site capable of improving the physical environment and providing employment and housing opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies in high flood risk area. (Flood Zones 2 and 3). The site is underlain by a principal aquifer and there is potential for groundwater pollution from development. Possible land contamination due to former industrial uses. Western most part of site within archaeological constraints area focussed along canal route. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of Air Quality Management Area 2. Within Mineral Safeguarding Area.				

PA80 Waterside - Cattle Market



Site Area (ha): 3.43	Ward: Bridge
Address: Meadow Lane	Area Committee: Area 8

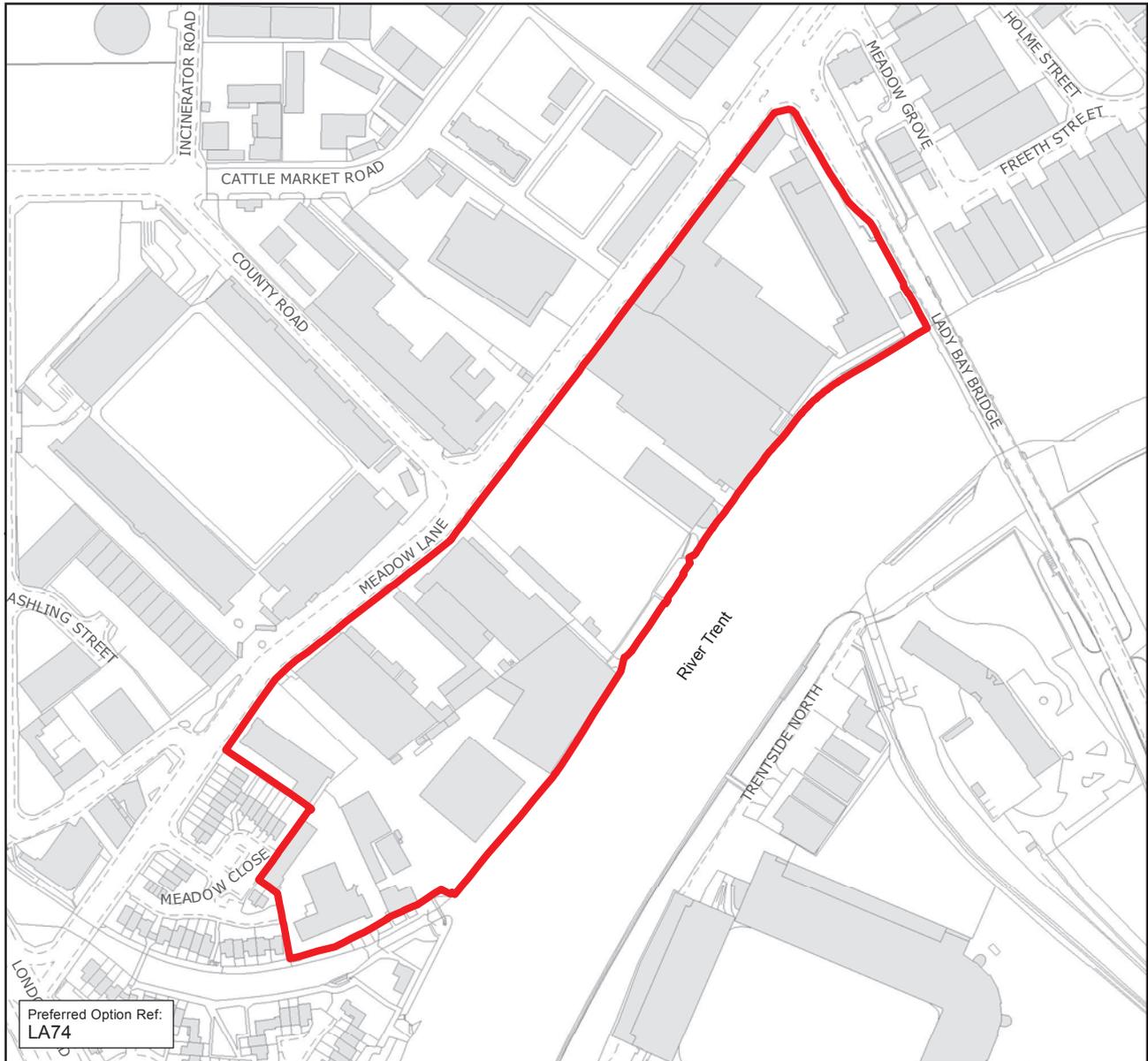
Overall Summary

Site incorporates northern part of area covered by mixed use allocation in the Nottingham Local Plan (2005) (Policy MU7.3) and lies within the Waterside area. Land to the south forms the remainder of the 2005 allocation and to the north west the site is adjoined by 2005 allocation MU7.1. The site is currently occupied by industrial and warehouse uses. The area in the vicinity of the site is characterised by a mix of predominantly industrial, warehouse and other commercial uses of varying quality and occupancy, along with Notts County football ground. Site is in close proximity to the River Trent. This brownfield site within a priority regeneration area has the potential to improve the physical environment and contribute to employment and housing land. Recommended that this site is included as an allocation.

PA80 Waterside - Cattle Market

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Cattle Market Road realignment direct to Lady Bay Bridge. Safeguarded tram route through and adjacent to site.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Road realignment and future tram route.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Site is broadly flat.			
Known contamination: Possible	Possible contamination issues. Various industrial units on site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support subject to mitigation. Site is located within an area of high flood risk. Tinkers Leen flows in culvert along County Road downstream of site and should be considered within site specific flood risk assessment.			
Access:	General vehicle access potentially achievable via Cattle Market Road (realigned) and/or Meadow Lane. Further detailed assessment may be required for traffic capacity impacts upon local network. No bus services directly serving the location. Nearest city centre bound regular bus services (NCT1, 2, 4, 6, 8, 9, 10 - frequency 15mins or less) on Meadows Way or London Road/Trent Bridge. No pedestrian crossing facilities over Cattle Market Road to connect with public transport provision. Links to canal cycle routes nearby.			
Wider Benefits:	This brownfield site within a priority regeneration area has the potential to improve the physical environment and contribute to employment and housing land.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is located within an area of high flood risk (Zones 2 and 3). The site is underlain by a Principal Aquifer and there is potential that groundwater could be polluted. Site includes Grade II listed buildings (gates). Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related archaeology HI or AQMA.				

PA81 Waterside - Meadow Lane



Site Area (ha): 4.99	Ward: Bridge
Address: Meadow Lane	Area Committee: Area 8

Overall Summary

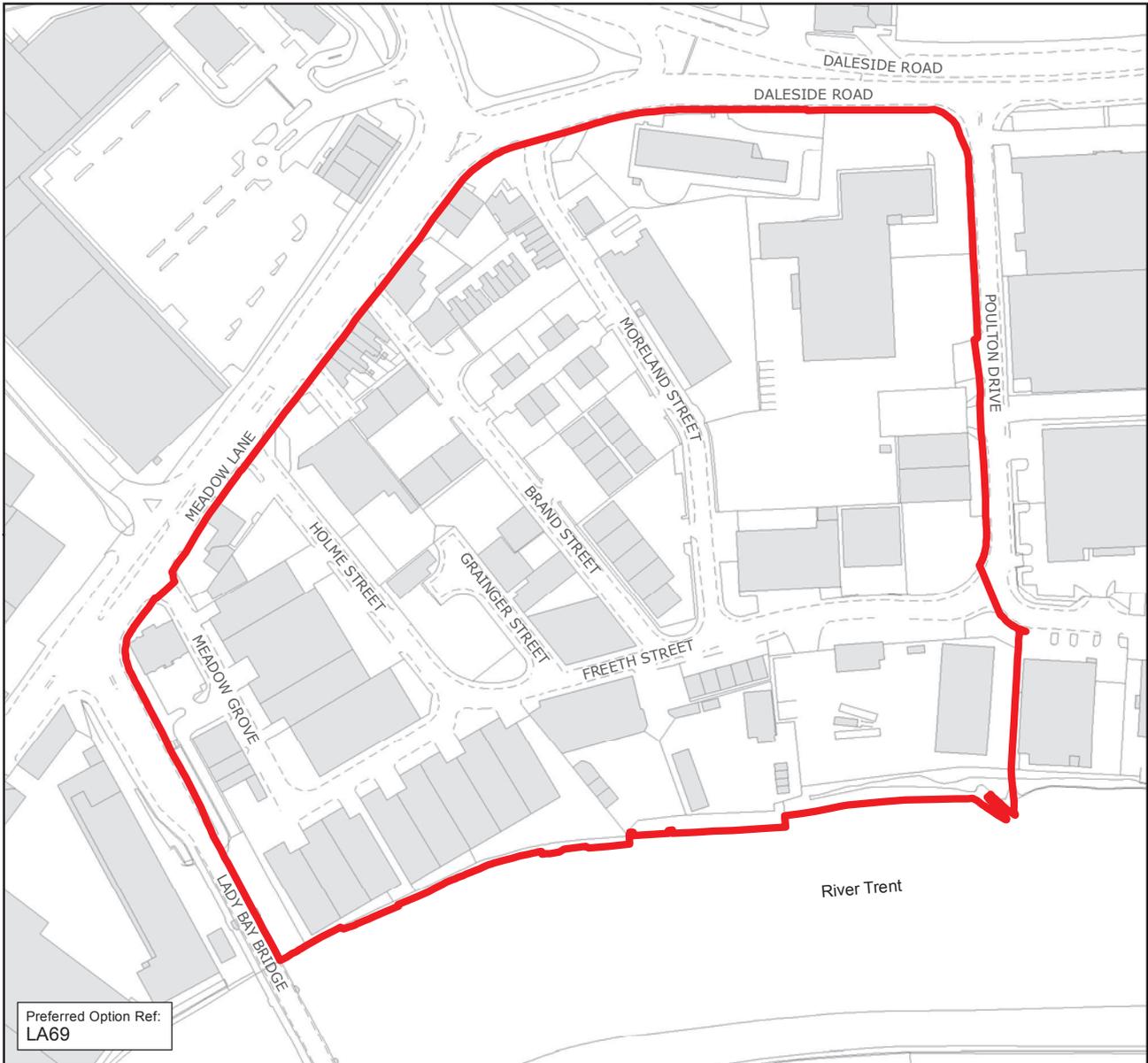
This site forms part of a previous mixed use allocation (MU7.3) in the Nottingham Local Plan (2005) and lies in the Waterside Area. The site is currently occupied by a range of buildings and areas of hard standing used for a mix of industrial, depot and warehouse/storage purposes. One unit is occupied and in trade/retail use. Notts County Ground is situated to the north of the site along with industrial and commercial uses. There is an established residential area to the southwest whilst the remainder of the 2005 land allocation MU7.3 lies to the northeast of the site. The River Trent runs to the southeast. Planning permission was granted subject to S106 for primarily residential use on part of the site in May 2015. This brownfield site is an important part of the Waterside - a priority for regeneration with a long frontage to the River Trent. Potential for this site to make significant contribution to regeneration objectives and deliver new public realm and Riverside walking and cycling links. It is recommended that this site is taken forward as an allocation particularly given its planning status.



PA81 Waterside - Meadow Lane

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	North eastern corner of site required for upgraded Meadow Lane/Lady Bay Bridge junction, including improved pedestrian crossing facilities. Link to realigned Cattle Market Road.
Primary school	-	-		
Secondary school	-	-	Affected by transport safeguarding? Yes	Safeguarded tram route and realigned Cattle Market Road, would be adjacent to site. Access arrangements would need to be consistent with future transport proposals.
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Future tram route and Cattle Market Road realignment.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Somewhat steep	In the western part of the site there is a significant increase in ground level from the river frontage to Meadow Lane.			
Known contamination: Possible	Possible contamination issues, numerous industrial premises on site			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - support. Subject to mitigation. 8m easement may be required to River Trent. Tinkers Leen culvert runs through site - alignment should be established and opened up to form green corridor where possible. No building to take place over culvert. Site is located in area of high flood risk. (Zones 2 and 3), site specific FRA required. Safe access from/to site required.			
Access:	Vehicle access potentially achievable via Meadow Lane. Potential traffic capacity impacts upon local network may require further detailed assessment. Not directly served by public transport. Nearest bus routes on Meadows Way. Connects to the circular Big Track cycle route.			
Wider Benefits:	This is a key regeneration site in the Waterside with the potential to create a new riverside community with new public realm and cycle and walking routes on a brownfield site.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies in high flood risk area. (Zones 2 and 3). Tinkers Leen culvert runs through the site. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of AQMA. Possible land contamination due to former industrial uses.				

PA82 Waterside - Freeth Street



Site Area (ha): 8.45

Ward: Dales

Address: Meadow Lane

Area Committee: Area 6

Overall Summary

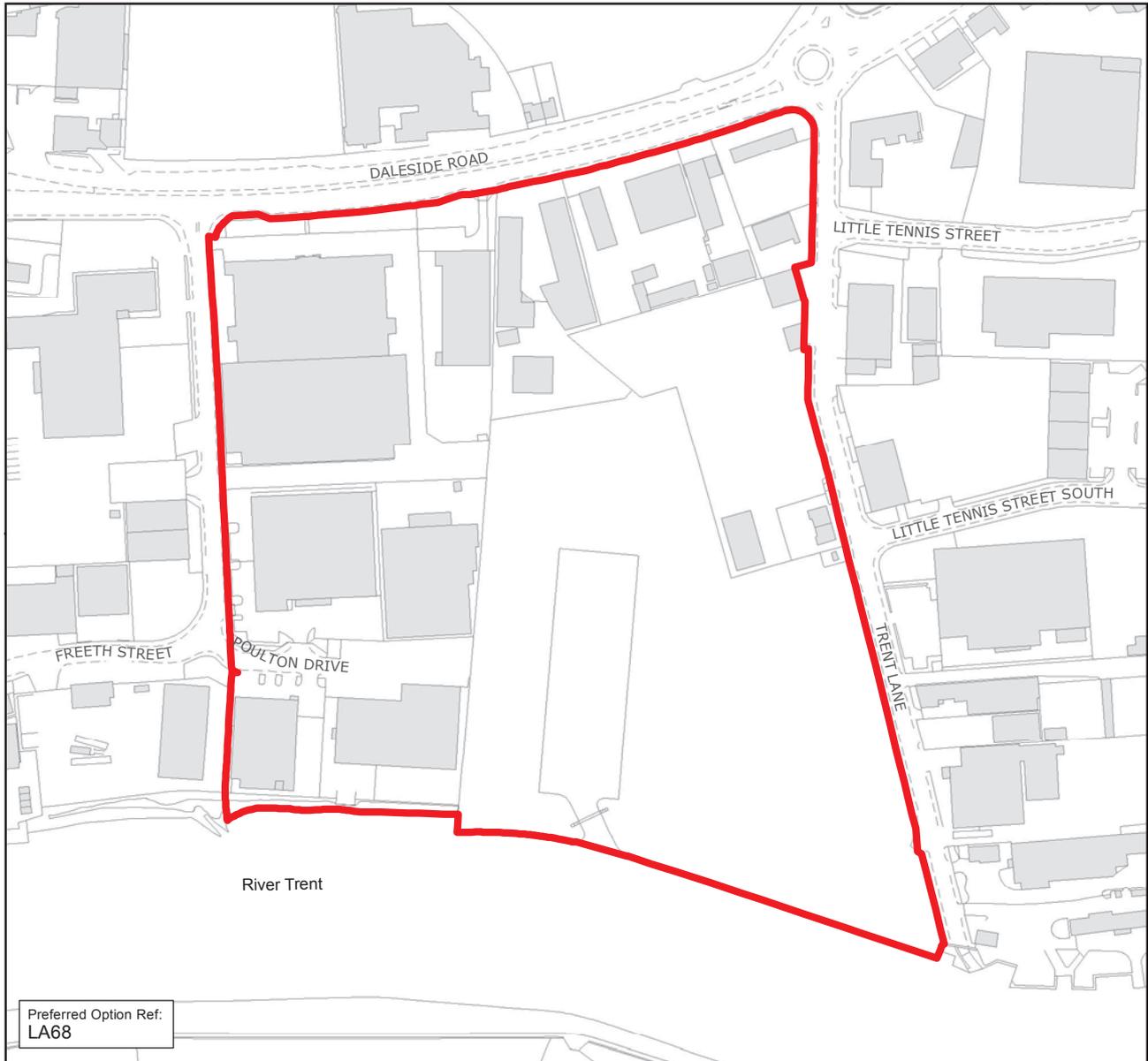
Site is a mixed use allocation and is within the Waterside Regeneration Zone in the Nottingham Local Plan (2005). Mix of buildings and uses of varying quality and occupancy. Surrounding uses include commercial and employment. Brownfield site with opportunities to deliver regeneration objectives of the ACS and creation of new riverside community. It is recommended that this site is taken forward as an allocation.



PA82 Waterside - Freeth Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Safeguarded tram route through Waterside area. Potentially could affect access arrangements to the site. Daleside Road corridor safeguarded for future trams and bus priority improvements. Access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Potential tram and bus priority improvements along A612 Corridor.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Numerous industrial premises on site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - site adjacent River Trent, prior consent may be required for works within 8m of Trent. 8m easement may be required. Site is in an area of medium flood risk.			
Access:	General vehicle access potentially achievable via Poulton Drive. Currently no right turn in and out onto Daleside Road, due to central reservation. Appropriate vehicles access off Meadow Lane and/or Daleside Road. Potential traffic capacity issues require further detailed assessment. City centre bound buses on Daleside Road (L2) Cycle route provision on A612.			
Wider Benefits:	Large brownfield site within a priority regeneration area. Longer term opportunities for creation of new mixed use community with new public realm.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is underlain by a Principal Aquifer and there is possible contamination on the site from current uses. Site is near to the Eastcroft Energy from Waste Incinerator. Waster transfer station on site. Multiple ownership. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage or HI.				

PA83 Waterside - Daleside Road, Trent Lane Basin



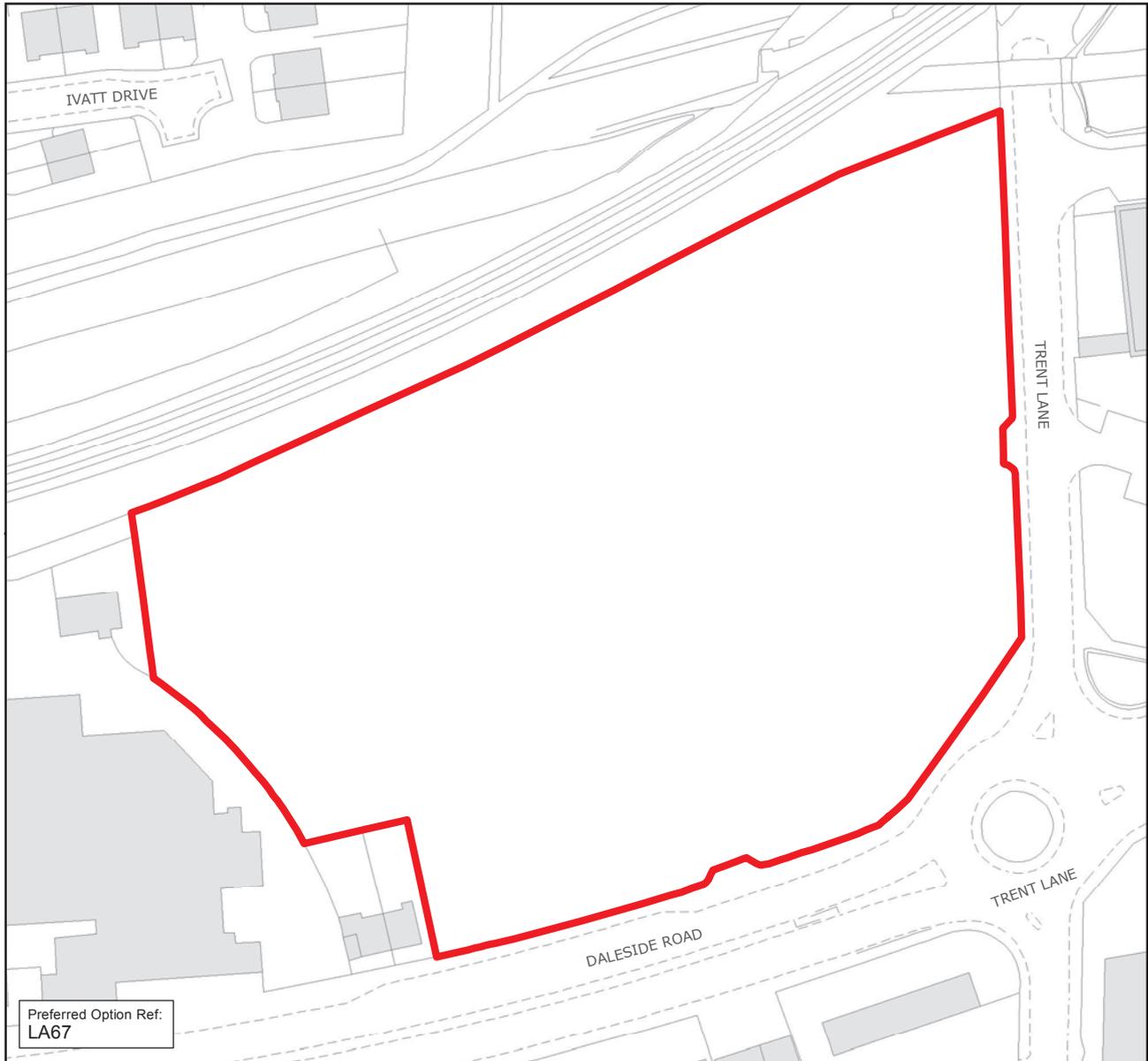
Site Area (ha): 9.01	Ward: Dales
Address: Daleside Road	Area Committee: Area 6

Overall Summary
 A long term strategic regeneration site currently allocated for mixed use (MU7.2) in the Nottingham Local Plan (2005). Located on the bank edge of the River Trent, the site forms part of the Waterside Area which has an industrial setting. Largely cleared site. Conditional consent granted for hybrid application of 160 dwellings in June 2014, now under construction.. It is appropriate that this remains an allocation for mixed use in the new Local Plan as an area prime for regeneration for employment and residential.

PA83 Waterside - Daleside Road, Trent Lane Basin

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Safeguarded tram route through Waterside area. Access arrangements to the site would need to be consistent with potential tram route. Daleside Road corridor safeguarded for future trams and bus priority improvements, access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Potential tram and bus priority improvements along A612 Corridor.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Numerous previous industrial premises on site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support subject to mitigation. 8m easement may be required. Within area of medium flood risk (Zone 2). The GNSFRA confirms that the western area of site is located in an area at risk from a 1 in 1000 year event from the River Trent. The site does not benefit from any formal flood defences, advise a site-specific Flood Risk Assessment. Underlain by a Secondary Aquifer and, given the former uses on-site, development could cause pollution to the groundwater resource. There is a Waste Transfer Station on site. If the site is redeveloped for a different purpose then the Environmental Permit will need to be surrendered.			
Access:	General vehicle access potentially achievable via Trent Lane and/or Poulton Drive. Poulton Drive - currently no right turn in and out onto Daleside Road, due to central reservation. Potential traffic capacity issues require further detailed assessment. City centre bound buses on Daleside Road (L2) Cycle route provision on A612.			
Wider Benefits:	Forming part of the Waterside Area, this site does not contribute to the local area and development would have regeneration benefits, providing housing and employment opportunities.			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Within a Flood Zone and does not benefit from flood defences. The EA's prior written consent is required for any works within 8 metres from the top of bank and an 8 metre strip may be required to be kept free for essential maintenance and flood risk management work. Possible contamination issues due to former industrial uses on this site. Underlain by a Secondary Aquifer. Located close to the Eastcroft Energy from Waste facility and development may impact on the air dispersion, therefore further assessment required. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage or HI.				

PA84 Waterside - Daleside Road, Eastpoint



Site Area (ha): 1.79	Ward: Dales
Address: Daleside Road	Area Committee: Area 6

Overall Summary

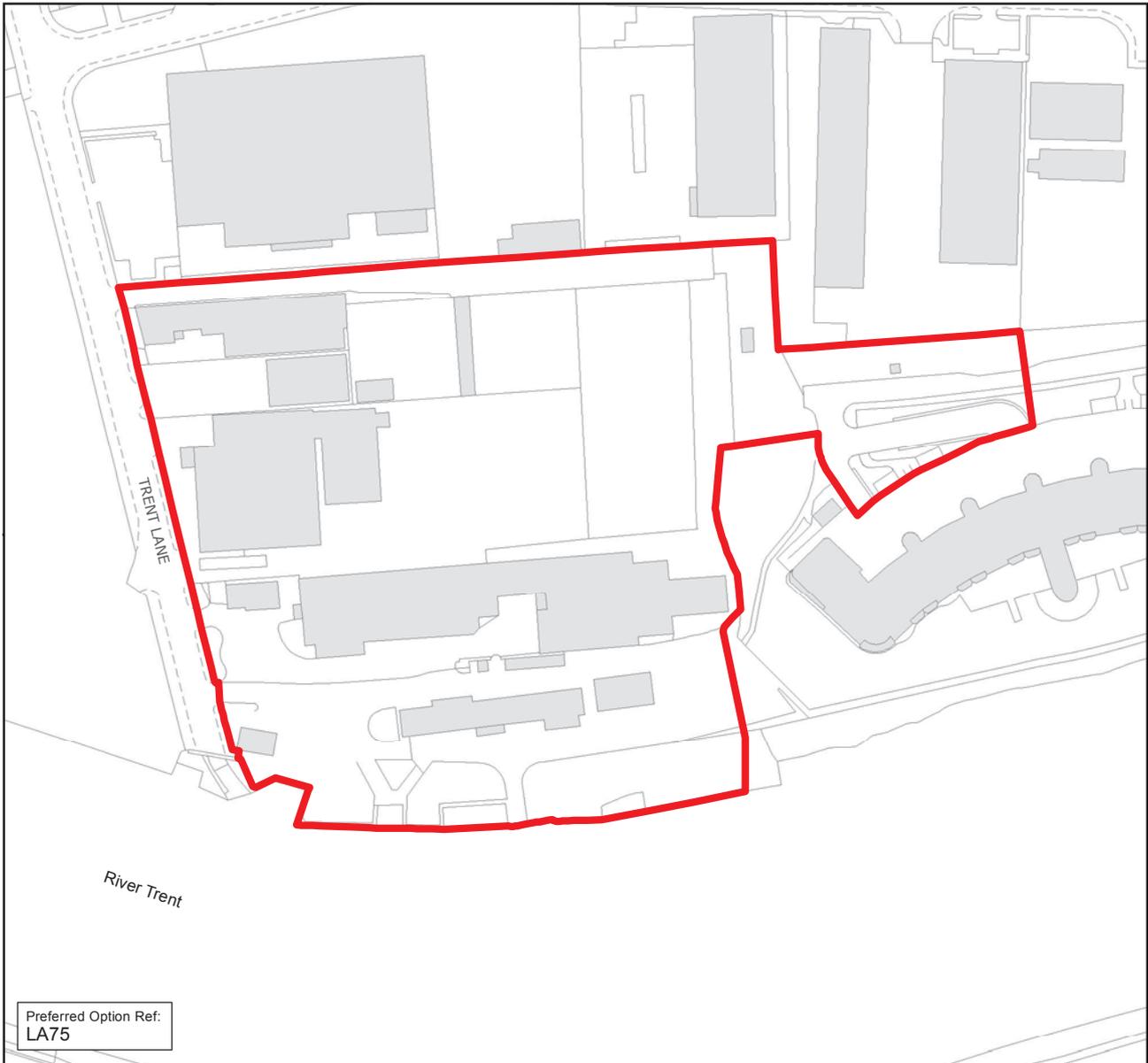
Site was put forward for mixed use development in the Issues and Options consultation. Planning permission granted for A1, A3, B1 and D1 units in July 2015. Site is within the Waterside Regeneration Zone in the Nottingham Local Plan (2005). It is currently cleared and vacant. Surrounding uses include train line, residential, commercial and employment. Brownfield cleared site with planning permission and having potential to provide retail services to new Waterside community. Recommend allocation to support regeneration of Waterside.



PA84 Waterside - Daleside Road, Eastpoint

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	Potential bus priority scheme may require the highway limits to be extended on the northern side of Daleside Road. Scheme detail yet to be designed.
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? Yes	Daleside Road corridor safeguarded for future trams and bus priority improvements. Access arrangements to the site would need to be consistent.
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Potential tram and bus priority improvements along A612 Corridor currently do not have any development status.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Made Ground			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support. Site not at risk of flooding.			
Access:	Vehicle access potentially achievable via Trent Lane. Potential traffic capacity issues require further detailed assessment. City centre bound buses on Daleside Road (L2). Served by cycle provision along A612 corridor.			
Wider Benefits:	Cleared brownfield site with potential to provide retail services for new Waterside communities.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is underlain by a Principal Aquifer and there is possible contamination on the site from former uses. Site is in proximity to Eastcroft Energy from Waste Incinerator, however, most development is unlikely to have a significant effect on the existing dispersion characteristics. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, heritage or HI.				

PA85 Waterside - Trent Lane, Park Yacht Club



Site Area (ha): 2.47	Ward: Dales
Address: Trent Lane	Area Committee: Area 6

Overall Summary

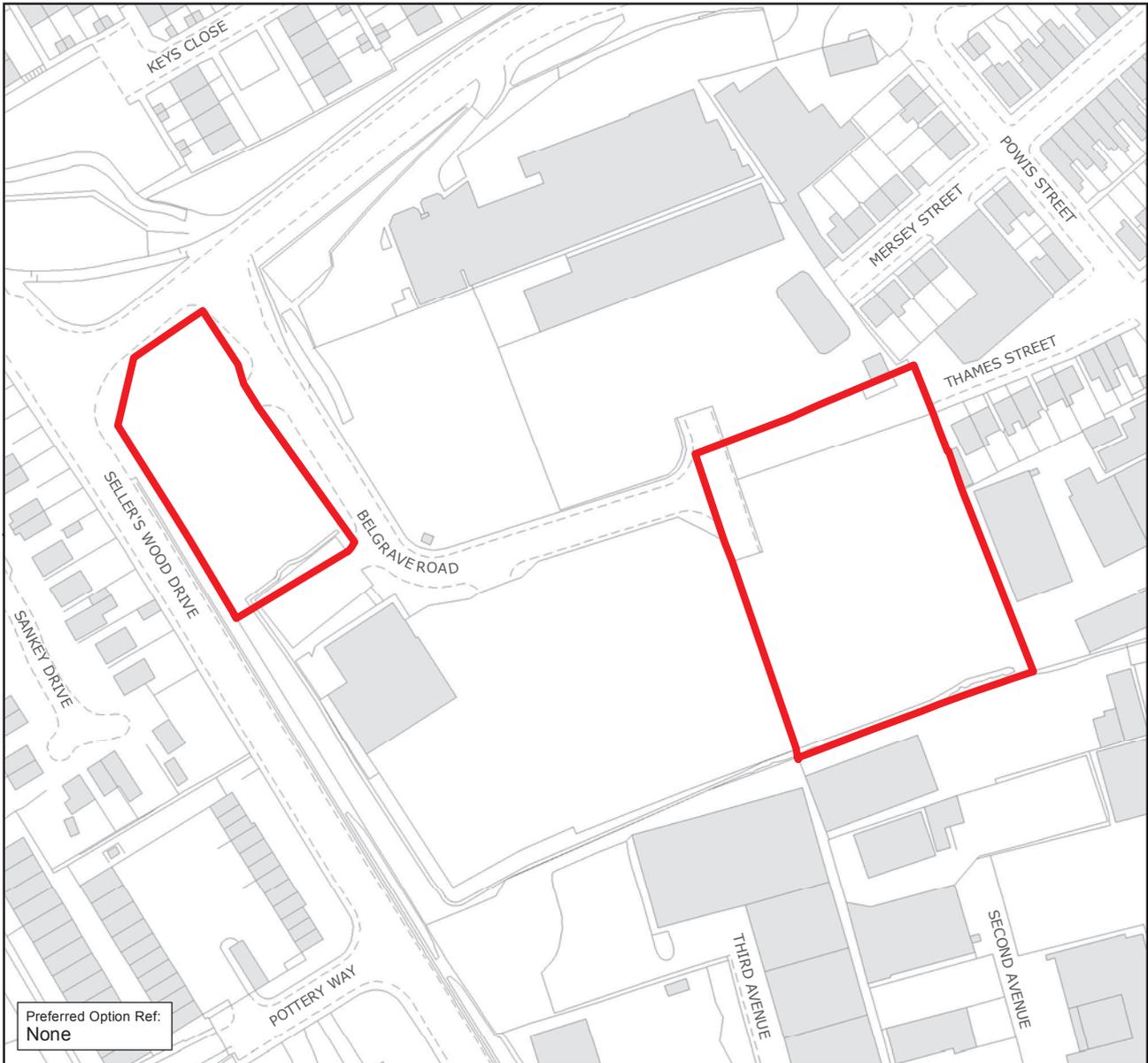
Site is a mixed use allocation and is within the Waterside Regeneration Zone in the Nottingham Local Plan (2005). It is currently in active use as a yacht club. Surrounding uses are employment and residential. The River Trent runs adjacent to the site. Application made May 2015 for residential development on part of the site. Application approved for relocation of one boat operator to site to east of site Summer 2015. Brownfield site providing regeneration opportunities to create a new mixed use waterside community. It is recommended that this site is taken forward as an allocation.



PA85 Waterside - Trent Lane, Park Yacht Club

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Potential cycle/pedestrian route safeguarded through the site. Safeguarded tram route adjacent on Trent Lane, although does not conflict with site boundary.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Potential tram and bus priority improvements along the A612 Corridor.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Yes	Known contamination issue, industrial uses. Outstanding gas conditions on planning apps.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - support subject to mitigation. Site is at medium risk of flooding (flood zone 2). 8m easement may be required.			
Access:	General vehicle access potentially achievable via Trent Street. Appropriate vehicle access off Meadow Lane and/or Daleside Road. Potential traffic capacity issues require further detailed assessment. City centre bound buses on Daleside Road. Cycle route provision along A612 corridor.			
Wider Benefits:	Brownfield site within a regeneration area - potential to deliver physical improvements and provide scope for new Waterside community.			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Site is underlain by a Secondary Aquifer and there is possible contamination on the site from current uses. Site is at medium risk of flooding (flood zone 2). 8m easement may be required. Site in proximity to Eastcroft Energy from Waste Incinerator, however, most development is unlikely to have a significant effect on the existing dispersion characteristics.				

DS1 Belgrave Road / Linnington Road



Site Area (ha): 0.79	Ward: Bulwell
Address: Seller's Wood Drive	Area Committee: Area 1

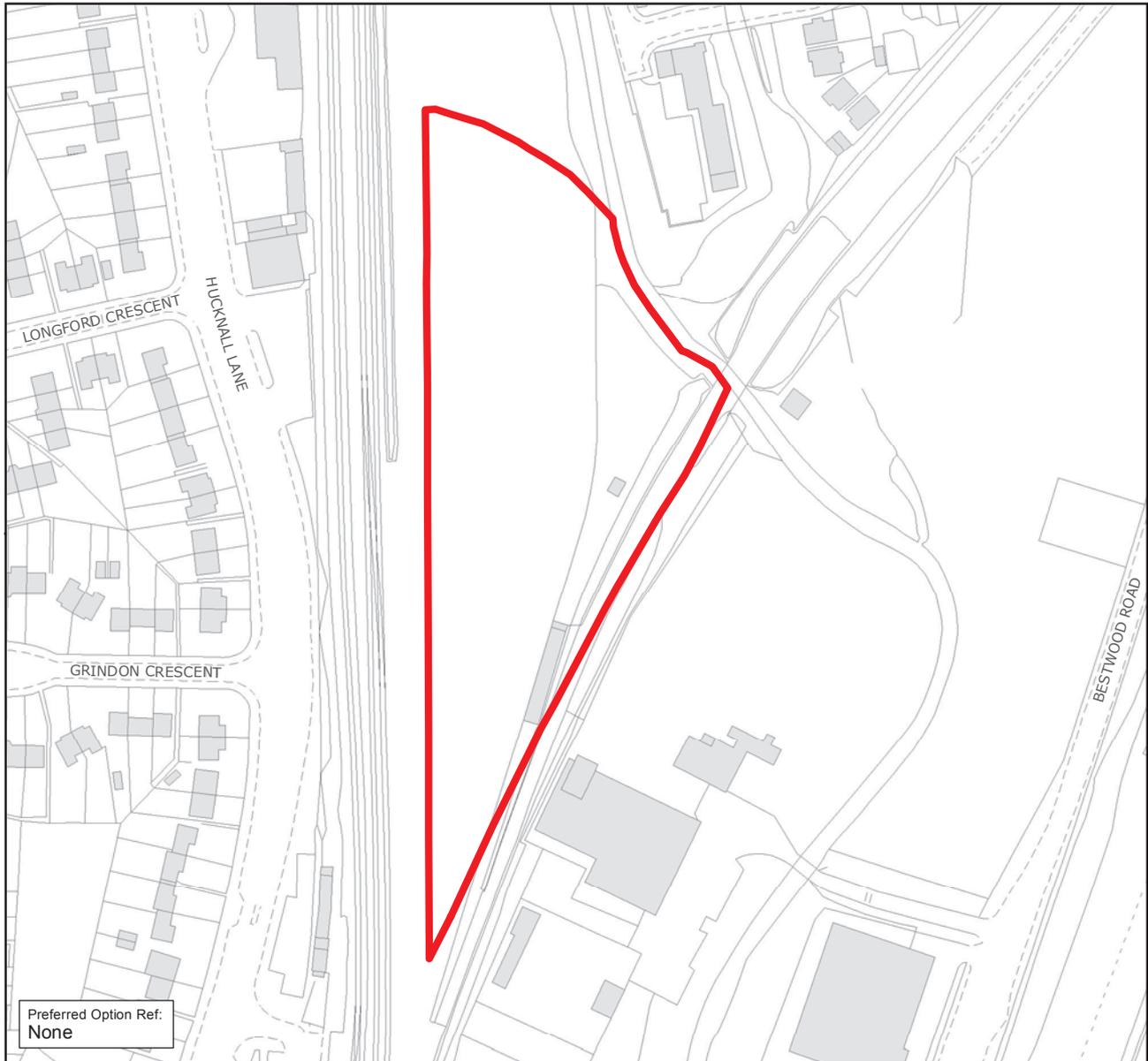
Overall Summary

The site is formed of 2 separate plots of land. The western plot sits at the higher level, adjacent to the Sellers Wood Drive and Lillington Road highways. The lower eastern plot sits at the lower level. Other nearby uses include office, vehicle and plant storage and residential (residential bordering the lower eastern plot). Both of the plots in the site gain access from Lillington Road. The site is located on a former landfill site and is underlain by a Principal Aquifer. The eastern plot of land is in active use and the western plot in isolation falls below the 0.5ha threshold for LAPP sites. Therefore it is not proposed to be an allocation (i.e. it is below the 0.5ha threshold).

DS1 Belgrave Road / Linnington Road

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	Both sites flat but level change between sites. The smaller site directly adjacent to Seller's Wood Road is located at higher level.				
Known contamination: Possible	Comment on Planning application 04/00304/PFUL3 (relating to western site) made by Environment Agency refers to a 2001 BWB ground investigation report. EA required further investigation based on report findings.				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	Not at risk of flooding				
Access:	Access to split sites potentially achievable from Belgrave Road. Likely sufficient traffic capacity for site. Nearest city centre bound regular bus services (NCT68/69 - every 8mins) on Homewood Road. Sites also relatively close to Bulwell bus station. Sites also relatively close to Bulwell tram and train stations. Site adjacent to local cycle network. Also relatively close to National Cycle Route 6.				
Wider Benefits:	Brownfield site where existing use is appropriate so regeneration benefits limited.				
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)		
Overview of constraints: Site physically separated into two parcels of land. Existing neighbouring uses may limit nature of uses acceptable on site. This site is located on a former landfill, underlain by a Principal Aquifer. Development potential to cause pollution to groundwater resource requiring environmental assessment.					

DS3 Bestwood Sidings



Site Area (ha): 1.19	Ward: Bulwell
Address: Hucknall Lane	Area Committee: Area 1

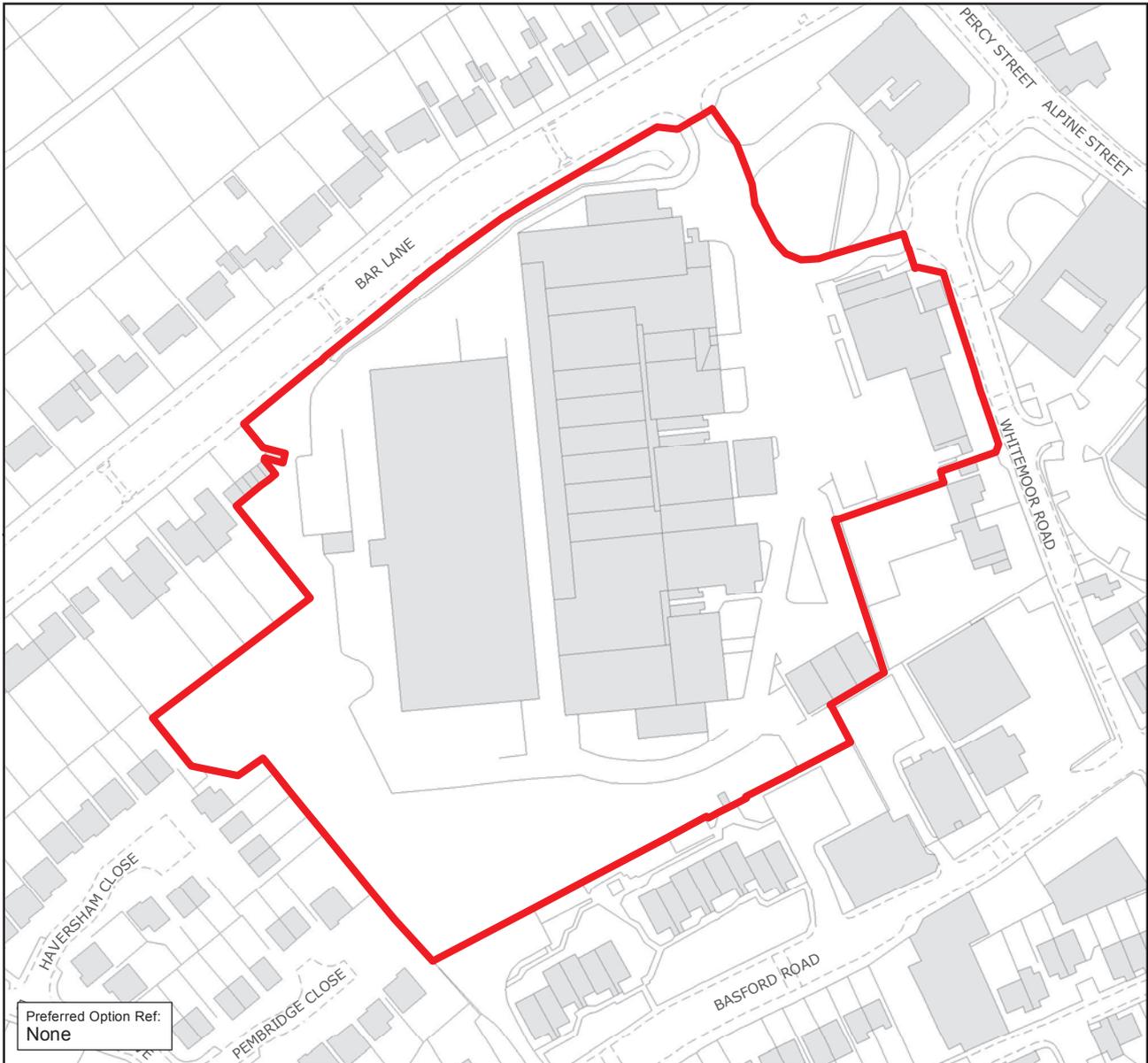
Overall Summary

The site is an existing unimplemented employment allocation in the Nottingham Local Plan (2005). This former railway sidings are extremely challenging to access due to rail line, watercourse and the need for third party land. Considered that the site is unlikely to come forward within the plan period and therefore it is not recommended this site is retained as a proposed allocation within the LAPP.

DS3 Bestwood Sidings

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	Drop in level from west to east. Difficult to assess true gradient owing to natural landscaping.			
Known contamination: Possible	Possible contamination issues. Railway lands			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	<p>This site is located immediately adjacent to the River Leen, which is designated as a Main River. Prior written EA consent is required for any works within 8 metres from the top of bank. EA my wish that the 8 metres strip to be kept free of built development for their access to the River Leen. EA Flood Maps show that a large proportion of this site is located in an area of high flood risk (Zones 3 and 2). The recently improved part of the River Leen model from Basford to Lenton does not cover Bestwood, but the model has increased water levels. This may mean that the extent of the floodplain impacting on this potential site allocation is greater than that shown on our Flood Maps. This issue will need careful consideration as part of a site-specific Flood Risk Assessment. As part of this site is within an area at risk of flooding, it will be necessary for Nottingham City Council to undertake the flood risk Sequential Test (see EA General Flood Risk Comments). Please note that this site does not benefit from any formal flood defences. Therefore, any development or raising of land levels within the floodplain will need to be compensated for by the lowering of an equivalent area and volume of land that is currently outside, but adjacent to, the floodplain. The River Leen and Day Brook Strategic Flood Risk Assessment (SFRA) found that the River Leen catchment has been subject to extensive urbanisation and responds rapidly to rainfall. The SFRA recommends that surface water runoff generated by new development is restricted to greenfield rates and utilises Sustainable Drainage Systems (SuDS). This site is located adjacent to a former landfill site and is underlain by a Secondary Aquifer. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment.</p>			
Access:	<p>Railway sidings and watercourse canal means any vehicle access would need to come from Bestwood Road. Such a link may not be feasible, as would require private land take. Access onto Bestwood Road facilitated by signalised junction at Moorbridge/Bestwood Road. However possible traffic constraints related to congestion at Hucknall Lane/Moor Bridge. More detailed assessment required to identify if junction enhancements required. Trent Barton 3 operates half hourly to city centre, with adjacent stops on Hucknall Road/Moor Bridge. Site adjacent to Hucknall Road commuter cycle route.</p>			
Wider Benefits:	<p>Could provide employment opportunities and brownfield development</p>			
Radon Class: 3			Aquifer status: Non-productive	
Overview of constraints:				
<p>A large proportion of this site is located in an area of high flood risk (Zones 3 and 2). This issue will need careful consideration as part of a site-specific Flood Risk Assessment. Access into the site is difficult owing to boundary constraints of rail line and watercourse and neighbouring sites/uses. The site currently provides biodiversity value. Surrounding uses/access issues may also impact/limit the appropriateness of proposed employment uses acceptable here. The site is not particularly well served by public transport and does not have strong pedestrian links to services and facilities. The EA may wish that the 8 metres strip from the top of the bank to be kept free of built development for their access to the River Leen. This site is located adjacent to a former landfill site and is underlain by a Secondary Aquifer. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Layout needs to accommodate existing pylon on sites. Within Minerals Constraints Area. Not affected by HI, heritage assets. Close to LWS.</p>				

DS9 Bar Lane Industrial Park



Site Area (ha): 2.89

Ward: Basford

Address: Bar Lane

Area Committee: Area 2

Overall Summary

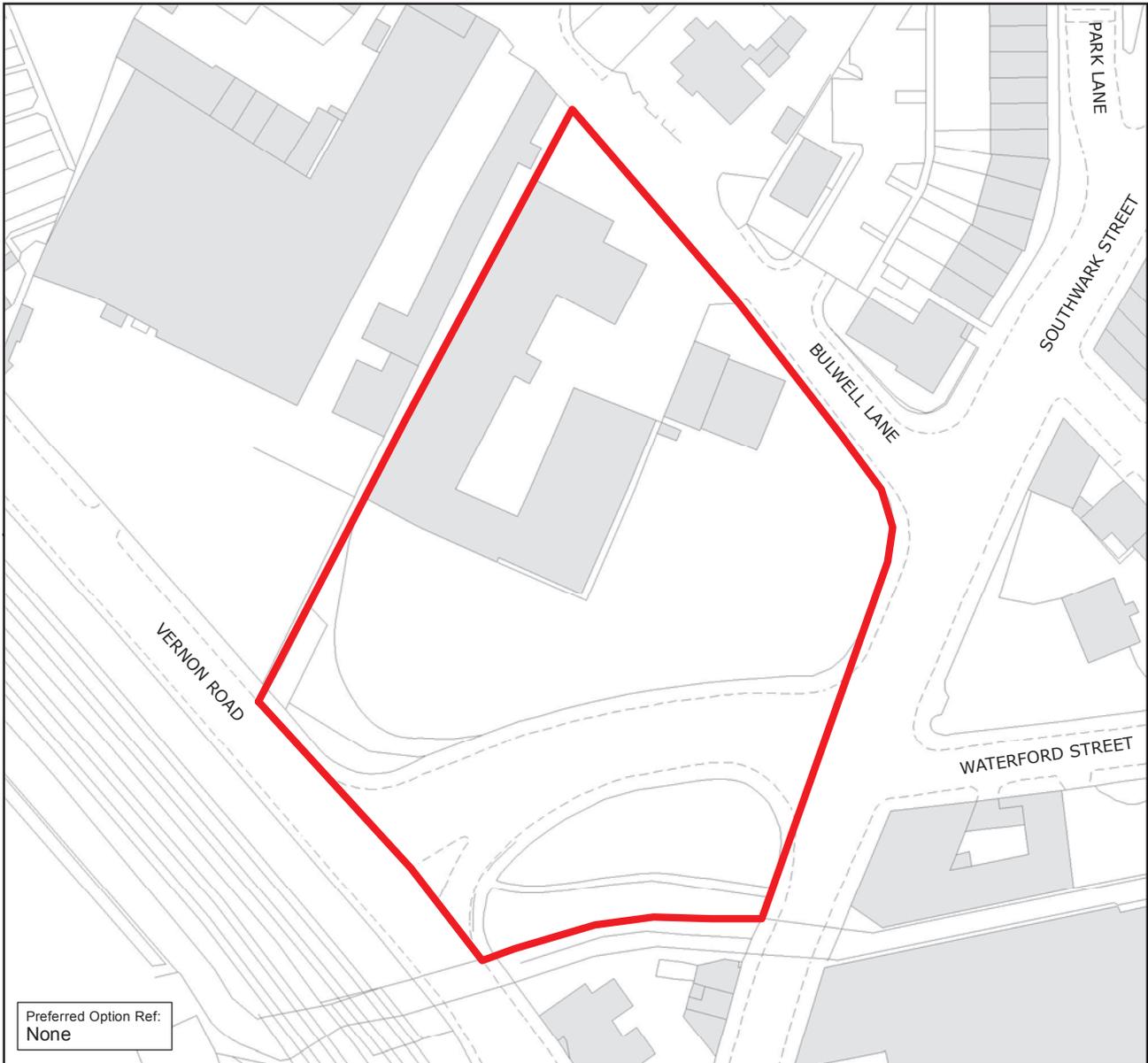
Site has no relevant planning history and no designations in the Nottingham Local Plan (2005). Site is in active employment use. Surrounding uses consist of employment and residential. The site is an existing well used employment site on an industrial park and therefore it is not considered appropriate to allocate the site for alternative use.



DS9 Bar Lane Industrial Park

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major, which is provisionally programmed between 2013 and 2015, subject to Full Approval process.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Industrial use			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	Vehicle access potentially achievable from Bar Lane and/or Whitemoor Road. Likely required traffic capacity on local network. Site served by regular bus services on Alpine Street. Site located approximately 500 metres from Basford tram stop. Site adjacent to NCN6 Cycle Route.			
Wider Benefits:	Brownfield site where existing use is appropriate so regeneration benefits limited.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site is underlain by a Principal Aquifer. Possible contamination issues. Within Minerals Safeguarding Area. Not affected by HI, heritage assets. Close to boundary of LWS.				

DS11 Basford Gateway



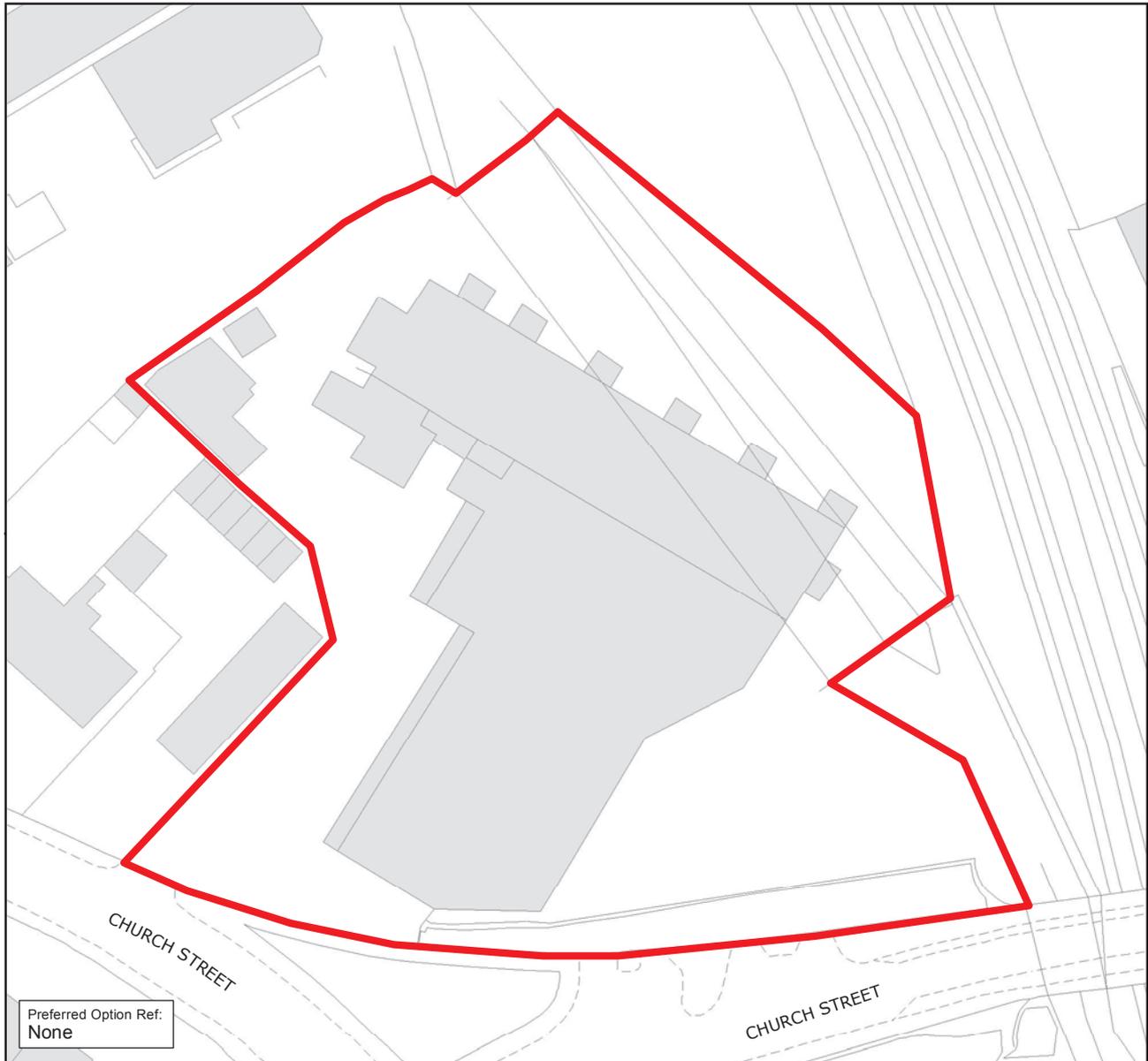
Site Area (ha): 0.84	Ward: Basford
Address: Southwark Street	Area Committee: Area 2

Overall Summary
Site has no relevant planning history. It is currently in active use (employment, waste transfer) and the owner of part of the land has indicated there are no redevelopment plans. Surrounding uses consist of residential, public house, café, shops, industrial, train and tram line. It is recommended that the site is not taken forward for allocation, given the current active uses.

DS11 Basford Gateway

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	possible contamination issues. industrial use. There is a waste transfer station on-site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	River Leen runs in a culvert through the site. A large portion of the site runs through flood zone 2.			
Access:	General vehicle access potentially achievable via Vernon Road and/or Southwark Street/Bulwell Lane, set back from busy David Lane/Vernon Road/Southwark Street junction. Further detailed assessment may be required for traffic capacity impacts upon local network. Regular city bound bus services (NCT68/69 - every 8mins) on Vernon Road. David Lane tram stop adjacent. NCN6 Cycle Route located nearby.			
Wider Benefits:	Brownfield site where existing use is appropriate so regeneration benefits limited.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: River Leen runs in a culvert through the site. A large portion of the site runs through flood zone 2. There are potential contamination issues on the site. The site is underlain by a Principal Aquifer. Partly within Minerals Safeguarding Area. Not affected by HI, heritage assets. Immediately adjacent to LWS.				

DS12 Church View Industrial Estate



Site Area (ha): 0.71	Ward: Basford
Address: Church Street	Area Committee: Area 2

Overall Summary

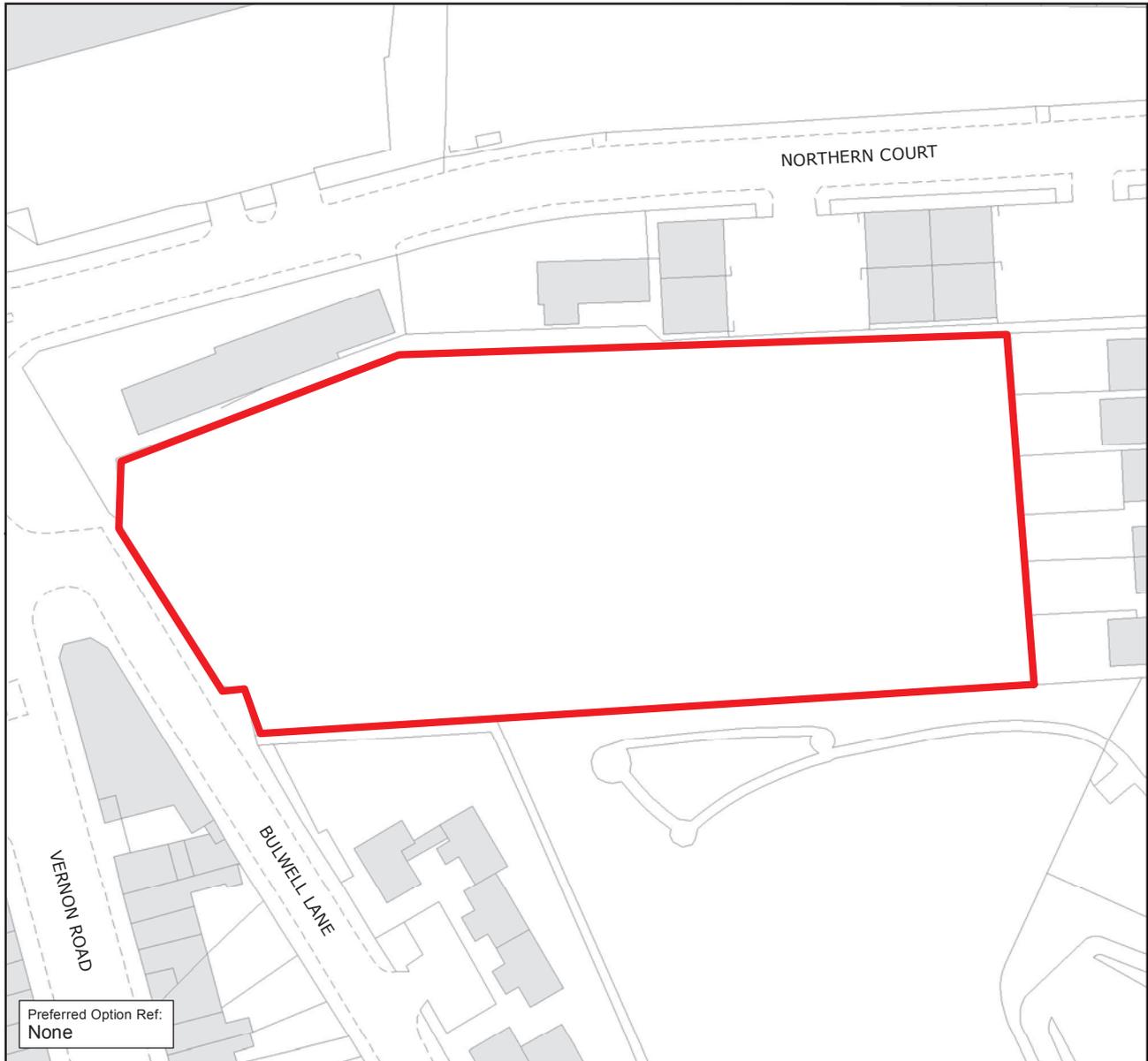
Site has no relevant planning history and no designations in the Nottingham Local Plan (2005). It is in active use as employment. Site was put forward for residential and retail in the Issues and Options consultation, however it is within an area of high flood risk and location is also not sequentially preferable for retail. Surrounding uses consist of Tram / Train line, vacant land, church and industrial area. Existing active use on established industrial site - alternative use not considered appropriate. It is recommended that this site is not taken forward as it is in active employment in an appropriate location and constrained due to flood risk.



DS12 Church View Industrial Estate

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major capacity improvements - subject to Full Approval. Construction provisionally programmed between 2013-15.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues - former industrial uses There is an End of Life Vehicle Yard / Vehicle Breakers adjacent to site and consideration should be given to whether there are any potential impacts on re-development of the potential site allocation for residential and retail uses			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	<p>The River Leen, which is designated as a Main River, runs in two culverts through this potential site allocation and beneath the existing building. The alignment of the culvert should be established and where practicable, the opportunity should be taken to open up the watercourse, which could provide a green corridor with associated amenity and wildlife benefits. If the existing building is demolished then the EA will resist any proposals to re-build on top of the two culverts. As the River Leen is classed as a Main River the EA's prior written consent is required for any works within 8 metres from the top of bank. 8 metre strip to be kept free of built development in order to safeguard access to the River Leen for essential maintenance and flood risk management work. This should be incorporated into development layouts and taken into account when making assumptions about the amount of development that can be accommodated on this site. Flood Maps show this site is located in an area of high flood risk (Zone 3). Improved part of the River Leen model from Basford to Lenton confirms that the site starts to flood in a 1 in 50 year event. Careful consideration will need to be given to this latest flood modelling in a site-specific Flood Risk Assessment. As part of this site is within an area at risk of flooding, it will be necessary for Nottingham City Council to undertake the flood risk Sequential Test. Safe access and escape will be required to and from the site, including consideration of the likely depths and velocities of floodwater. Given the site is expected to begin flooding at a 1 in 50 year event, the EA advise that a lower vulnerability use than the proposed residential allocation may be more appropriate. The River Leen and Day Brook Strategic Flood Risk Assessment (SFRA) found that the River Leen catchment has been subject to extensive urbanisation and responds rapidly to rainfall. As such, the SFRA recommends that surface water runoff generated by new development is restricted to greenfield rates and utilises Sustainable Drainage Systems (SuDS).</p>			
Access:	General vehicle access potentially achievable via Church Street/Bailey Street. May require traffic impacts on Vernon Road/Valley Road junction to be tested. Half hourly city centre bound bus services (NCT70/71) on Church Street. David Lane tram stop located nearby. NCN6 and Ring Road cycle facilities located nearby.			
Wider Benefits:	Brownfield site where existing use is appropriate therefore limited benefits.			
Radon Class: 1		Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints:				
<p>The River Leen currently runs in two culverts through the site. The site is located within an area of high flood risk (zone 3). The site is underlain by a Principal Aquifer. There is potential for contamination from previous uses and from the adjacent site. The site is also partly covered by a LWS designation. Immediately to the south of the site is the Grade II* listed Church of St Leodegarus. There are also other Grade II listed buildings and structures nearby. Site is within an Archaeological Constraints Area, Minerals Safeguarding Area. No impacts relating to HI.</p>				

DS15 Western Section of Former Dunn Line Coach Station



Site Area (ha): 0.55	Ward: Basford
Address: Bulwell Lane	Area Committee: Area 2

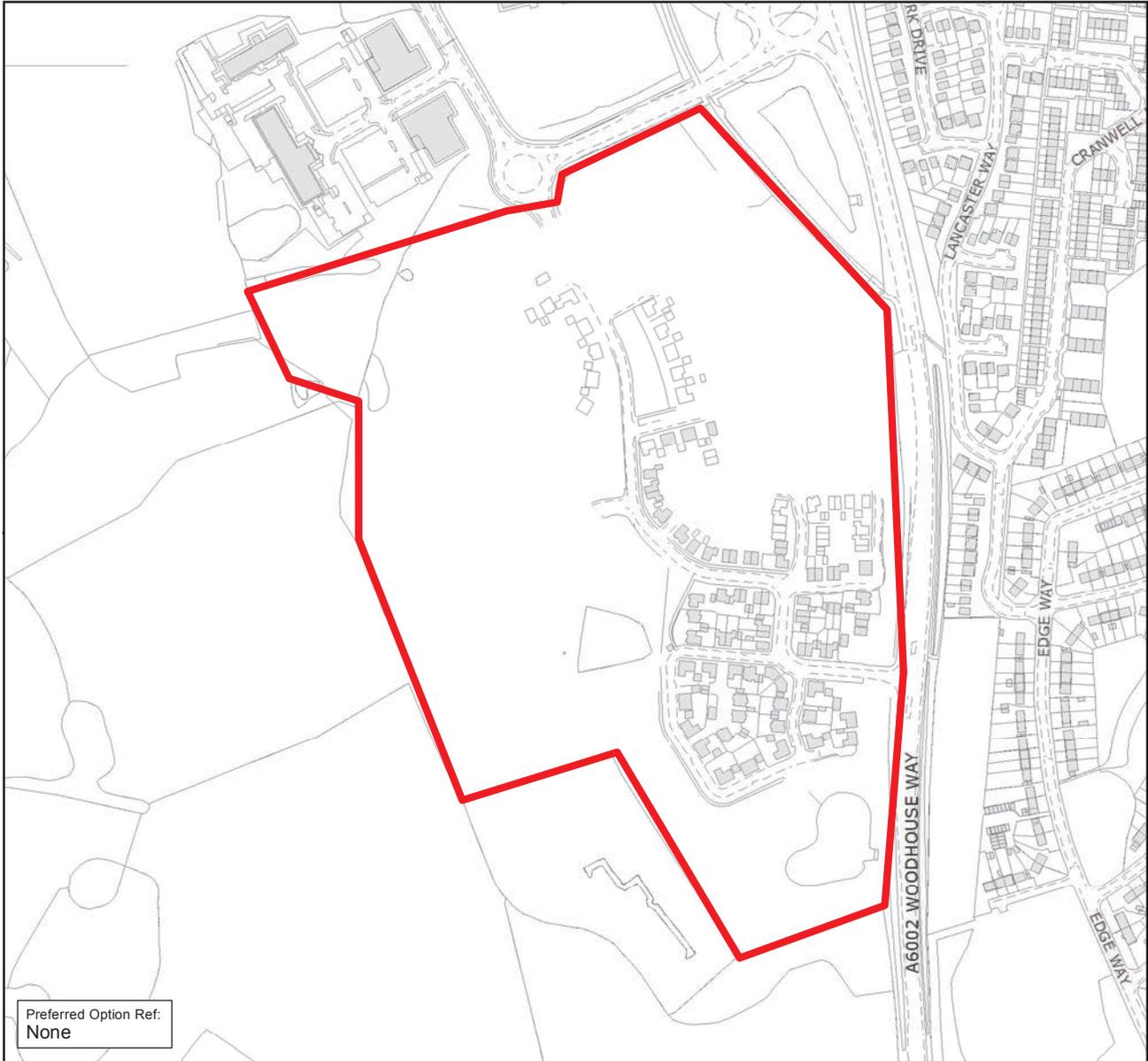
Overall Summary

Site was put forward for residential and employment in Issues and Options consultation. Planning permission for residential development granted July 2015 and is an existing mixed use allocation (MU8.6) in the Nottingham Local Plan (2005). It is currently vacant and cleared. Surrounding uses are industrial, residential and open space. An alternative use for residential was put forward in the Additional Sites consultation (DS86 - now PA15) - it is considered that residential use is appropriate given the planning history and uses adjacent to the site.

DS15 Western Section of Former Dunn Line Coach Station

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	Site is slightly elevated from surrounding development.				
Known contamination: Yes	Known contamination issues. Former bus depot. Outstanding cl & gas issues on planning apps				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	None				
Access:	General vehicle access potentially achievable from Bulwell Lane or Northern Court. Likely sufficient traffic capacity within local network. Regular city bound bus services (NCT68/69 - every 8mins) on Vernon Road and Nottingham Road. Site located relatively close to NCN6 and Hucknall Road Commuter Cycle Route.				
Wider Benefits:	Brownfield site taken forward for housing under PA15				
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)		
Overview of constraints: There are known contamination issues. Site is underlain by a Principal Aquifer. Within Mineral Safeguarding Area - requires consideration prior to development but not considered a barrier to development. No constraints related to flooding, archaeology, HI, heritage or AQMA.					

DS25 Nottingham Business Park South - Developer Option



Site Area (ha): 18.12	Ward: Bilborough
Address: Land Off Woodhouse Way	Area Committee: Area 3

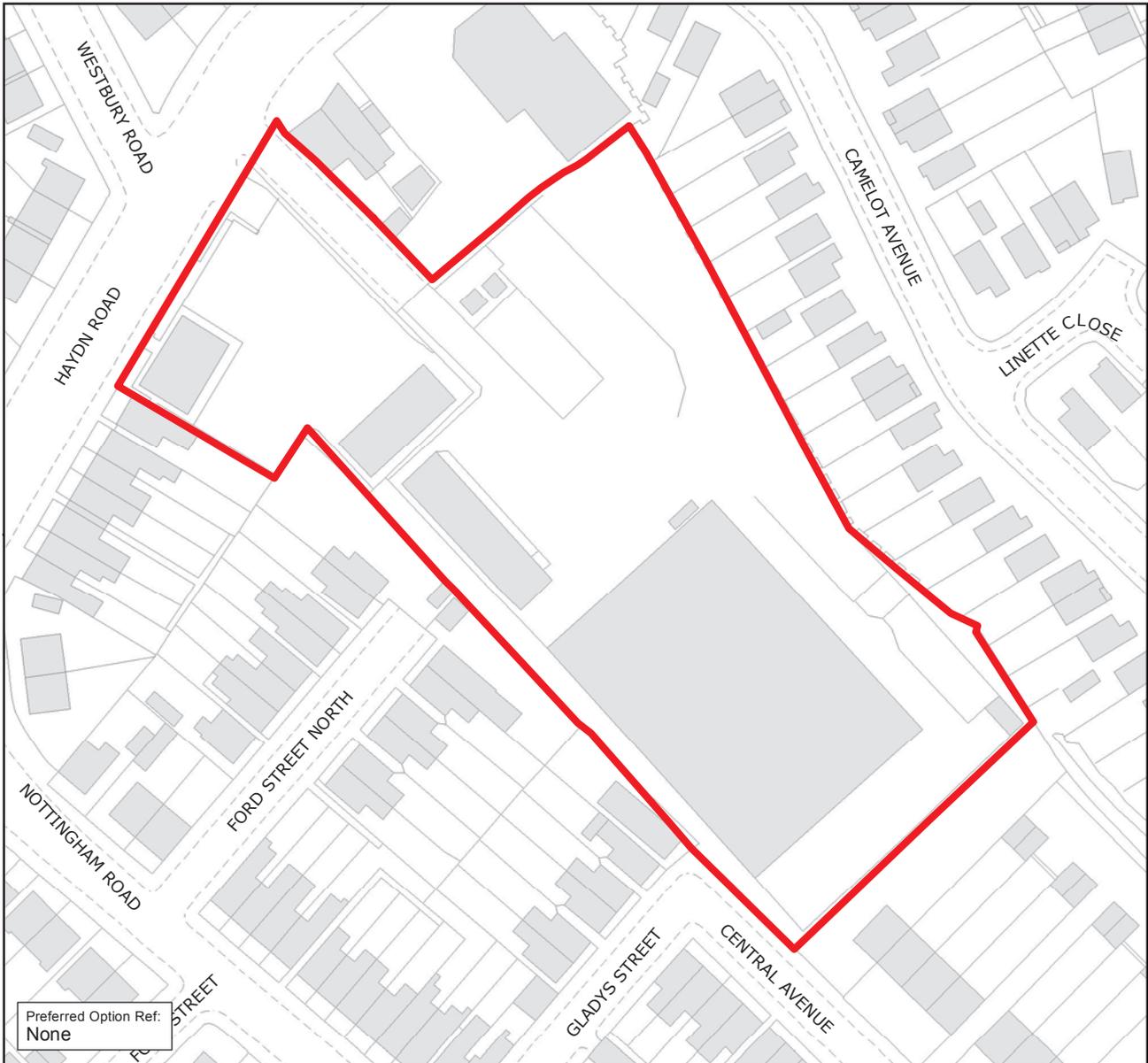
Overall Summary

Site was put forward for residential or residential, retail and employment in the Issues and Options consultation. Site has B1 uses to the north, residential to the east, agriculture and woods to the west, and, agriculture/Strelley village to the south. Allocation of the whole of this site is considered inappropriate taking into account assessment of Green Belt boundaries, landscape impact and proximity to Strelley Conservation Area. However, part of this site is included in site allocation PA17 which, subject to mitigation and sensitive boundary treatment is considered appropriate for allocation.

DS25 Nottingham Business Park South - Developer Option

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? yes	The site is effected by the draft HS2 route.	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Flat	No supplementary comments.				
Known contamination: No	None				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	None				
Access:	Vehicle access seems potentially achievable via business park network roads, with some needing to become adopted. Traffic impacts upon A6002 Woodhouse Way junction may need testing. Site served by city centre bound Work Link 3 service every 30 mins.				
Wider Benefits:	None				
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)		
Overview of constraints: Site is adjacent to the Strelley Conservation area. Much of the site is designated as Green Belt. The site is effected by the draft HS2 route. Within Mineral Safeguarding Area. Close to LWS and LGS. No impacts on archeological constraints area or HI. Coal mining legacy on site/mine shafts.					

DS32 Ellis and Everard



Site Area (ha): 1.02	Ward: Berridge
Address: Haydn Road	Area Committee: Area 4

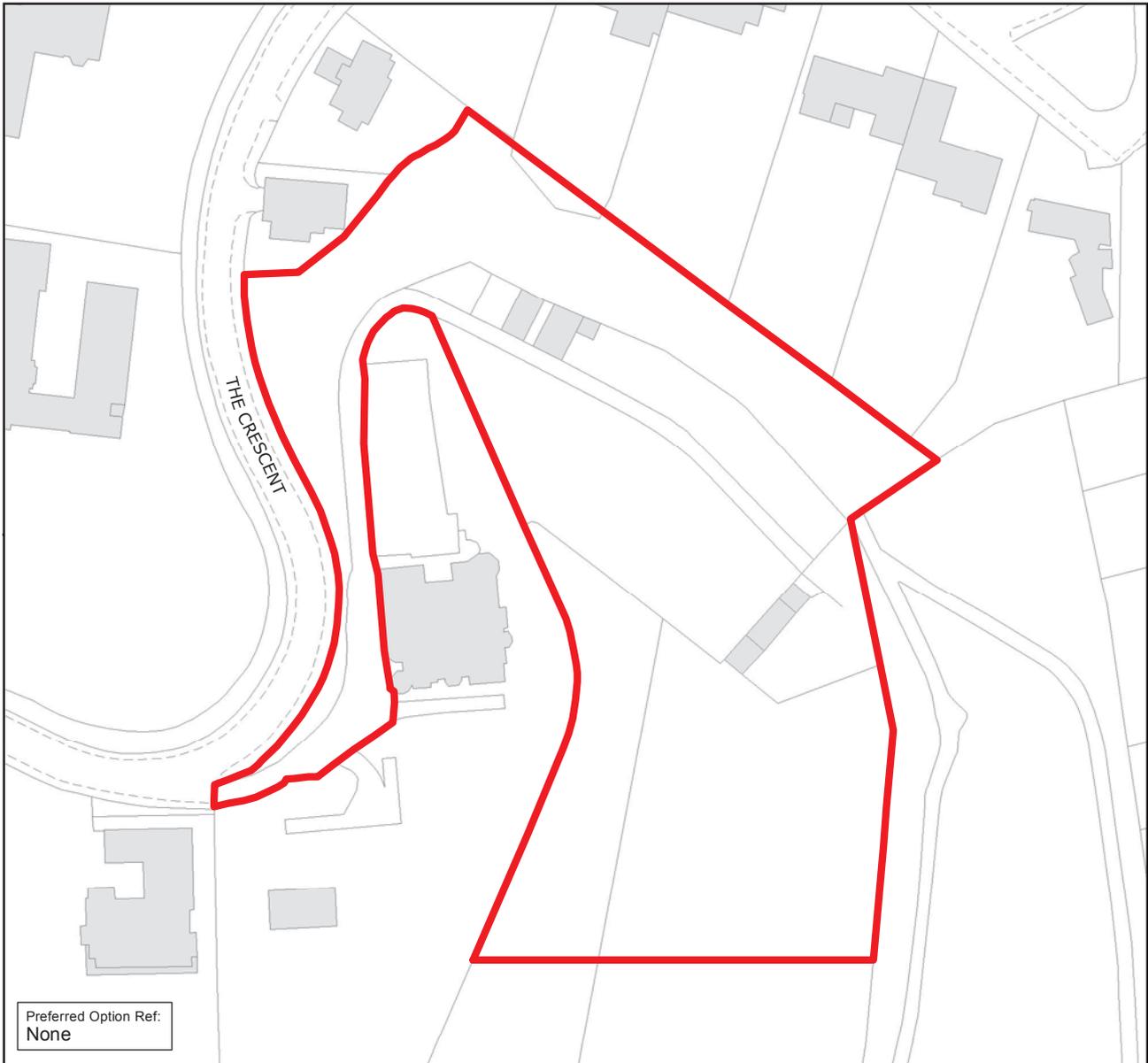
Overall Summary

The site is allocated for residential use in the Nottingham Local Plan (2005). A 1995 outline permission for residential development on the site has expired. A portion of the site fronting Haydn Road has been redeveloped for employment purposes (12/00635/PFUL3) following long term vacancy, with the remainder of the site being active/occupied for storage/industrial purposes and is unlikely to be redeveloped in the near future. Public transport links in to the City Centre are nearby and frequent. There are local shops and a supermarket within walking distance. The majority of the site has been developed and is in active use - not considered necessary to allocate remainder of site.

DS32 Ellis and Everard

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Varied			
Known contamination: Yes	Known contamination issues. Groundwater problems, industrial history. Info from EA - There is a non-operational Scrap Metal Yard (Haydn Scrap Metals) on-site. If the site is to be re-developed for a different purpose then the Environmental Permit will need to be surrendered.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	No flood risk issues. EA comments - this potential site allocation is underlain by a Principal Aquifer and we hold records of contamination associated with some parts of the site from the former uses of the land. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment.			
Access:	Vehicular access potentially achievable from Haydn Road. Impacts upon Haydn Road/Nottingham Road junction may need to be tested. Regular city centre bound bus services from Nottingham Road.			
Wider Benefits:	Brownfield site. Could contribute to housing and employment objectives.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: No flood risk issues but site is underlain by a Principal Aquifer. There is known contamination on the site from former and current land uses. Within Minerals Safeguarding Area. No impacts on heritage assets, HI, LWS or LGS.				

DS39 Springfield, Alexandra Park



Site Area (ha): 0.87

Ward: Mapperley

Address: Woodborough Road

Area Committee: Area 5

Overall Summary

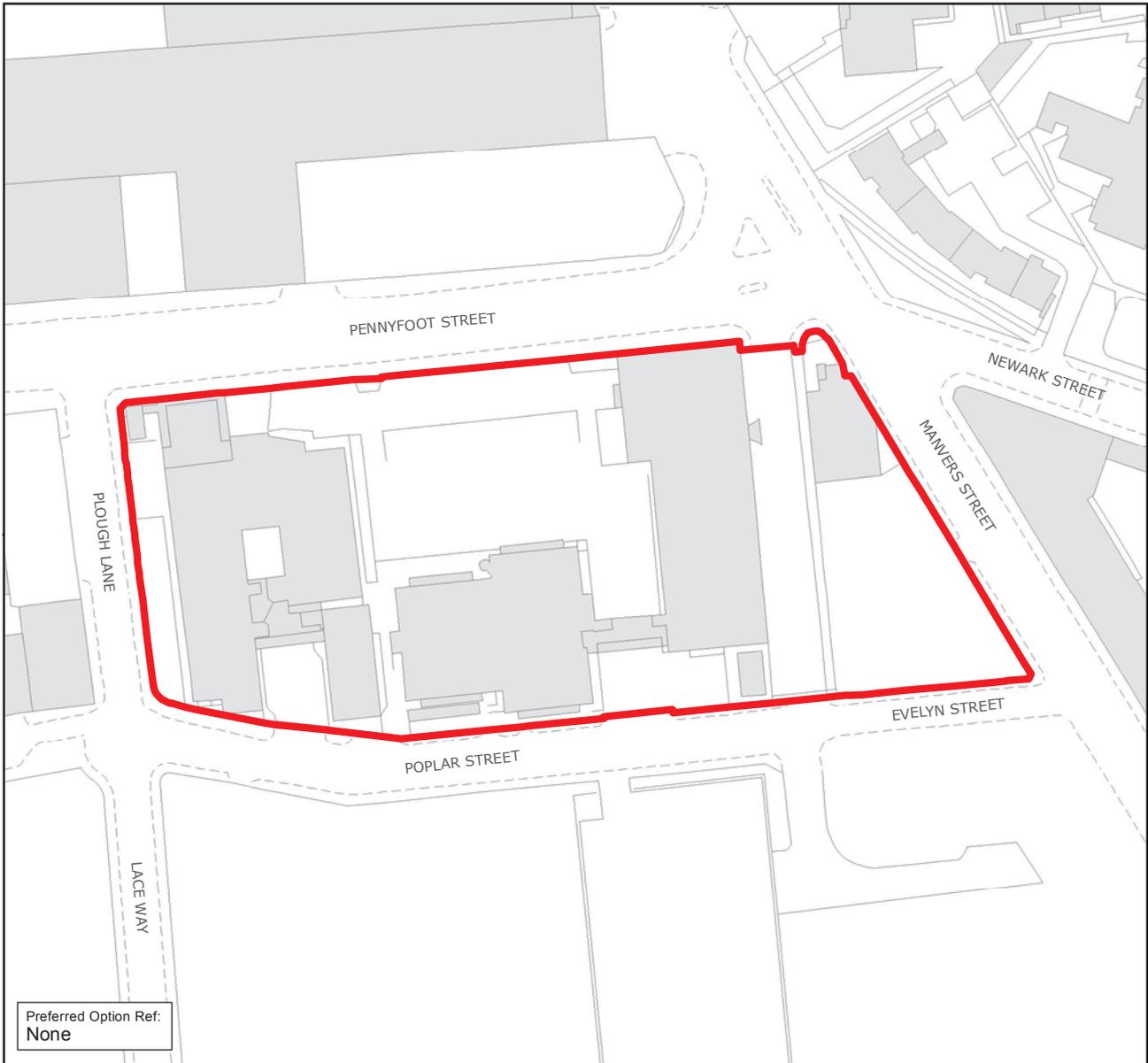
This site is now under construction (planning permission reference 11/00084/PFUL3 - erection of 15 dwellings with associated works) and therefore was not taken forward as a Preferred Option/or allocation.



DS39 Springfield, Alexandra Park

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: None	Steep slopes all around the site, leading to a relatively flat central plateau.			
Known contamination: No	No obvious contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA - There are no particular environmental constraints within our remit impacting upon this site.			
Access:	General vehicle access potentially achievable via The Crescent, albeit a narrow residential road. The Crescent would also have to be adopted. Likely sufficient traffic capacity in local network. City centre bound buses on Woodborough Road.			
Wider Benefits:	N/A now under construction			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Site lies within the Mapperley Park/Alexandra Park Conservation Area and close to the Grade II* registered park and garden of Hungerhill Gardens / Stonepit Coppice allotments.				

DS43 Eastside - Pennyfoot Street



Site Area (ha): 1.13	Ward: Dales
Address: Manvers Street	Area Committee: Area 6

Overall Summary
The majority of this site is already developed and the remainder is too small for allocation. As such, it is recommended that this site is not taken forward as a Preferred Option/final allocation. (i.e. it is below the 0.5ha threshold).

DS43 Eastside - Pennyfoot Street

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	Section on east of site (Manvers Street) required as future highway widening scheme.
Primary school	-	-	Yes	
Secondary school	-	-	Affected by transport safeguarding? Yes	Lower Parliament to be made two way, between London Road and Southwell Road, as part of proposed later phases of Connecting Eastside scheme. Does not conflict with site boundary or affect possible access arrangements on Pennyfoot Street and Manvers Street.
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Connecting Eastside and pedestrian facilities at Pennyfoot Street/Manvers Street junction - subject to full approval as part of City Deal bid. Provisionally programmed for implementation between 2013 and 2015.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	None			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	Underlain by a principal aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.			
Access:	General vehicle access potentially achievable via Poplar Street and/or Pennyfoot Street. Further detailed assessment of traffic capacity impacts required. City centre bound buses on Manvers Street.			
Wider Benefits:	Brownfield site and could contribute to employment objectives.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Possible contamination due to former industrial uses. Underlain by a principal aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource. In close proximity to the Eastcroft Energy from Waste facility. Close proximity to the Eastcroft - further assessment/air dispersion modelling may be required. Close to AQMA				

DS44 Waterside - British Waterways Owned Part of Freeth Street Site



Site Area (ha): 0.81	Ward: Dales
Address: Lady Bay Bridge	Area Committee: Area 6

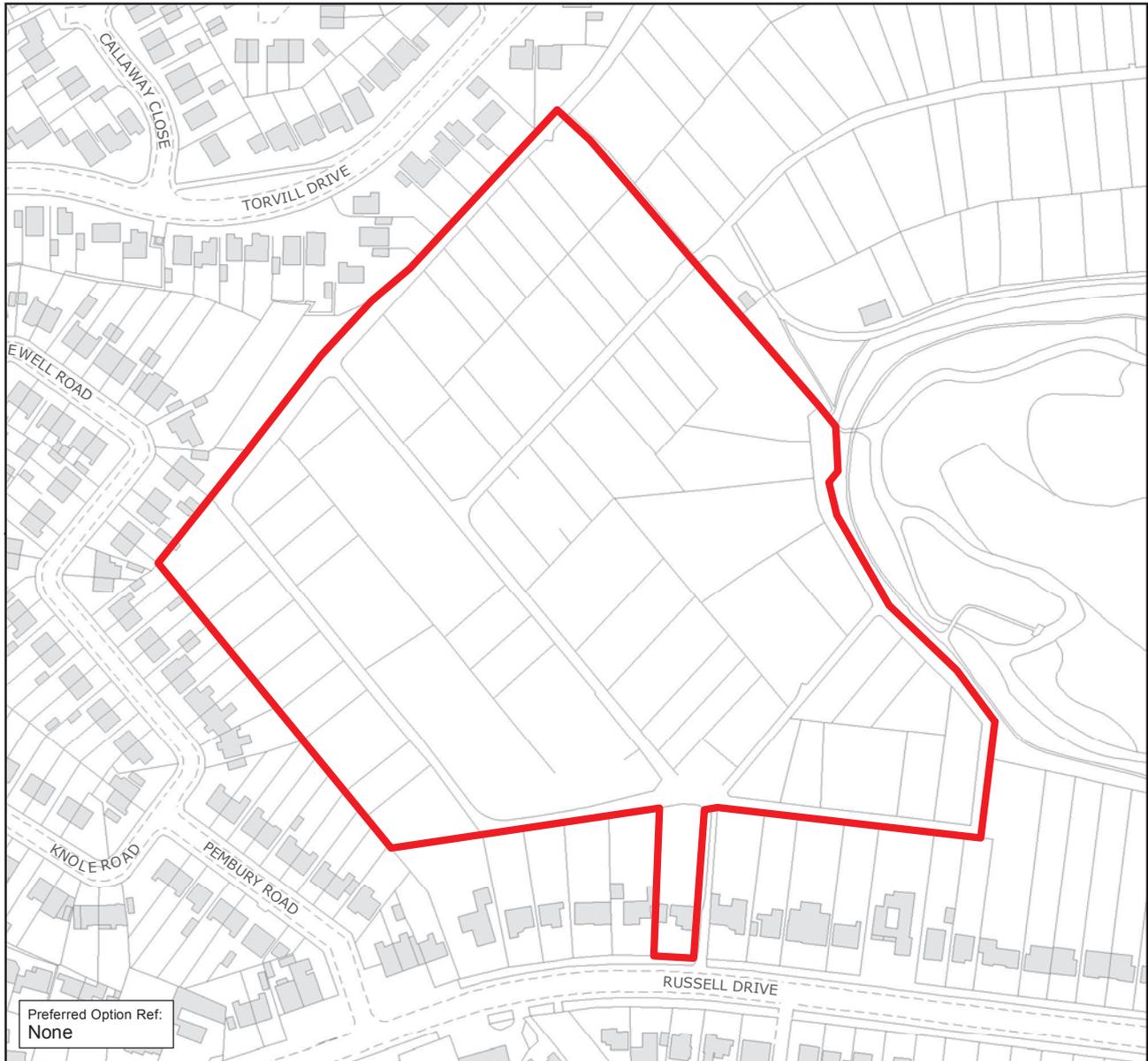
Overall Summary

The site forms part of a mixed use allocation (MU7.5) in the Nottingham Local Plan (2005) and is located within the Waterside. The site is suitable for development and forms part of a larger allocation - see appraisal for PA82.

DS44 Waterside - British Waterways Owned Part of Freeth Street Site

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	See PA82
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	See PA82
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Various industrial units on site			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	See PA82			
Access:	General vehicle access would need to come through Site 46, i.e. via Holme Street and/or Poulton Drive. Access not feasible from Lady Bay Bridge. Further detailed assessment of traffic capacity impacts may be required. No city centre bound buses directly serving the site. Nearest services further afield on Daleside Road/Manvers Street.			
Wider Benefits:	See PA82			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: See PA82				

DS55 Radford Bridge Allotments Development Option 2



Site Area (ha): 4.67	Ward: Wollaton West
Address: Russell Drive	Area Committee: Area 7

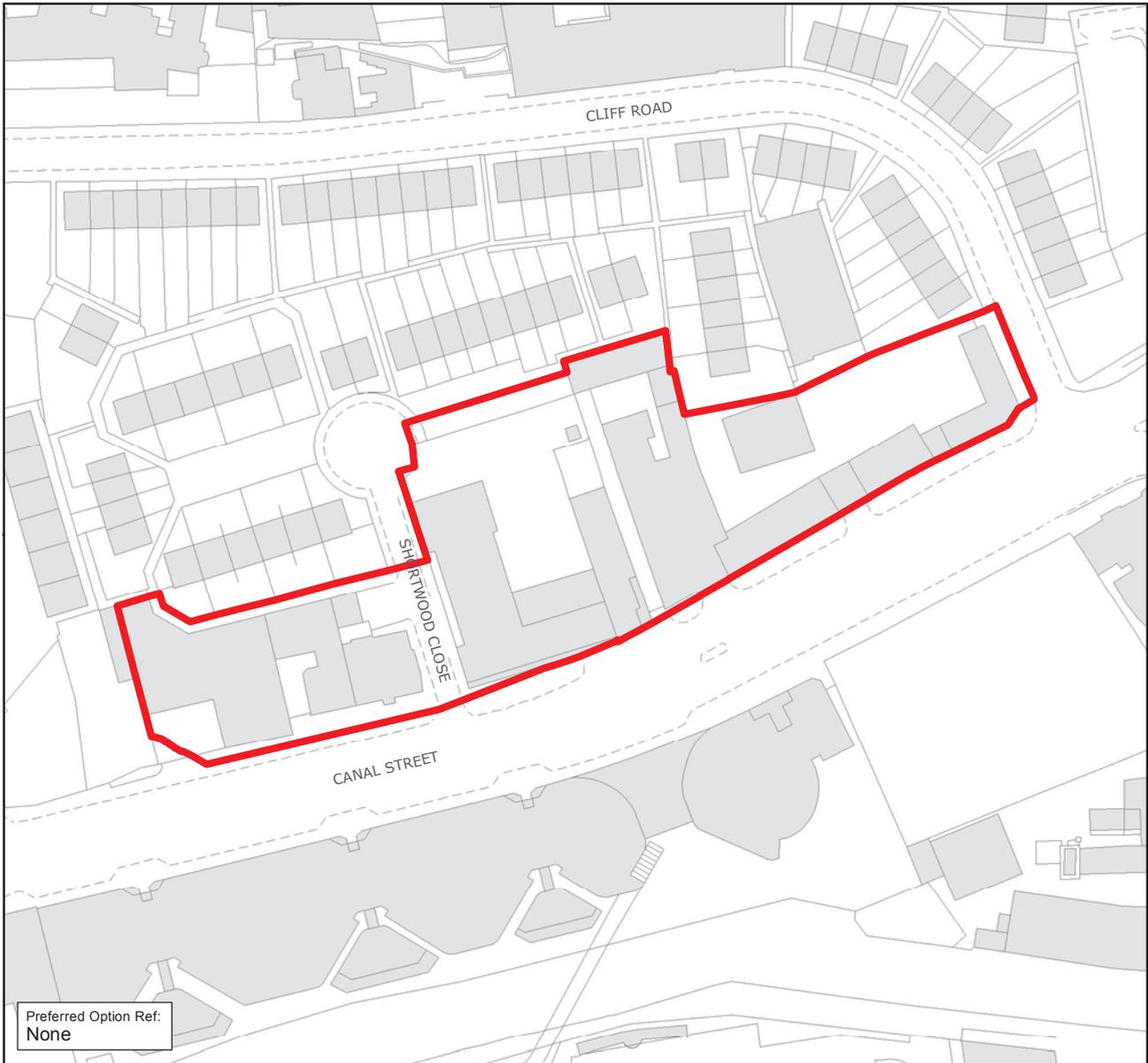
Overall Summary

Part of the site is designated as open space in the Nottingham Local Plan (2005). It is currently allotments. Surrounding uses are residential, allotments and nature reserve. Planning permission for residential development (12/01583/POUT) on part of the site refused on 20/12/2012. Planning permission was granted on appeal in May 2014 for a scheme of 110 dwellings, re-provision of allotments, new public open space, access, drainage and ecological enhancement - this covered a less extensive area. Given the recent planning history the site has been taken forward as an allocation under PA36.

DS55 Radford Bridge Allotments Development Option 2

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. High Cd found in some allotment soil samples			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	Site surrounded by residences. Would require access link through to either Torvill Drive or Russell Drive. Feasibility for both options would need to be concluded. Likely sufficient capacity in the local network. Trent Barton 2 (every 12 mins) is a regular city centre bound bus service on Russell Drive.			
Wider Benefits:	Provision of housing to meet the needs identified in the ACS, re-provision of allotments.			
Radon Class: 1			Aquifer status: Secondary Aquifer	
Overview of constraints: Part of the site is designated as open space network. There are possible contamination issues. Within Minerals Safeguarding Area. Close to Martins Pond LWS and Martins Pond Nature Reserve. No impact on heritage assets, flooding, AQMA or HI.				

DS58 Canal Street North



Site Area (ha): 0.65

Ward: Bridge

Address: East of Broadmarsh Site

Area Committee: Area 8

Overall Summary

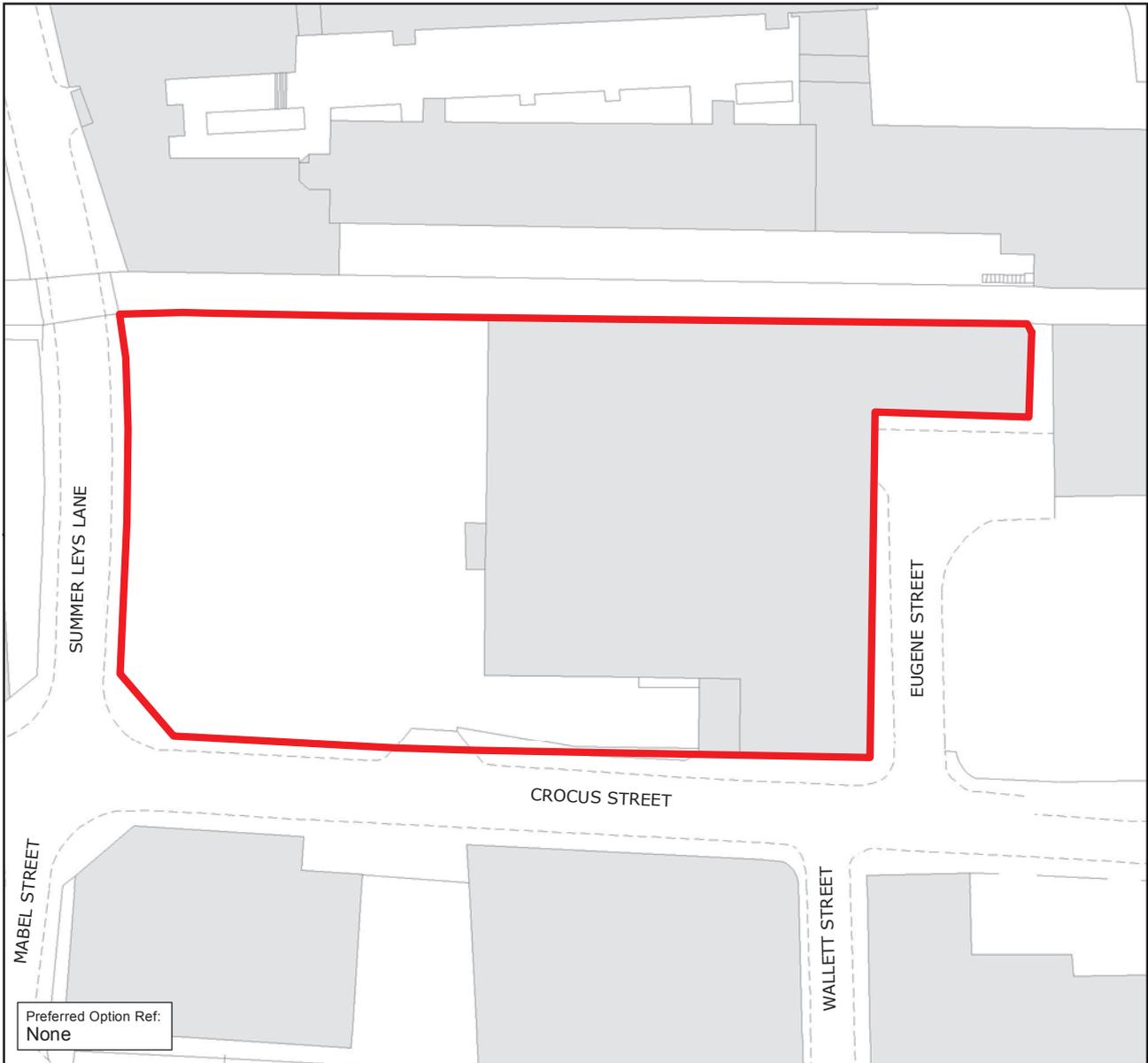
The site has been partially redeveloped at its centre and as such does not provide an appropriate site for allocation. Although there may be further opportunity to develop to either side of the site these sites are not likely to be large enough to allocate in the local plan (i.e. it is below the 0.5ha threshold).



DS58 Canal Street North

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Proposals to downgrade Canal Street, Collin Street and Carrington Street, as part of Turning Point South, being developed as part of wider redevelopment proposals.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	None			
Known contamination: Possible	Possible contamination issues. Various historic polluting uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	Flood Maps show this site is located in an area of high flood risk (Zones 3 and 2). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS). The GNSFRA confirms that upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. As part of this site is within an area at risk of flooding, it will be necessary for Nottingham City Council to undertake the flood risk Sequential Test (see General Flood Risk Comments). Safe access and escape will be required to and from the site, including consideration of the likely depths and velocities of floodwater. This potential site allocation is underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource			
Access:	Vehicle access achievable via Canal Street. Right turn in and out of site, would be difficult due to current traffic levels. However flows will be reduced once Canal Street is downgraded as part of Turning Point South proposals. Regular bus services on Canal Street, Middle Hill, Maid Marian Way and Broadmarsh Bus Station.. Potential tram stop on Middle Hill. Existing tram stop on Trent Street. Train station nearby.			
Wider Benefits:	Brownfield accessible site.			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Possible contamination issues, various historic polluting uses. Within 100m of AQMA2. This potential site allocation is in close proximity to the Eastcroft Energy from Waste facility and the London Road Heat Station boiler emission point. The modelled air dispersion impacts of the chimney emissions are generally low and most development is unlikely to have a significant effect on the dispersion characteristics and in turn impact on the existing emissions profile. Additionally, the perception of chimney emissions impacts and potential for odour from the storage of waste at certain times (e.g. maintenance / shut down in the summer) increases the nearer the development is to the site. Consult Environmental Health Officer about this potential site allocation.				

DS66 Southside - Site of Former Hicking Pentecost & Company



Site Area (ha): 0.69	Ward: Bridge
Address: Crocus Street	Area Committee: Area 8

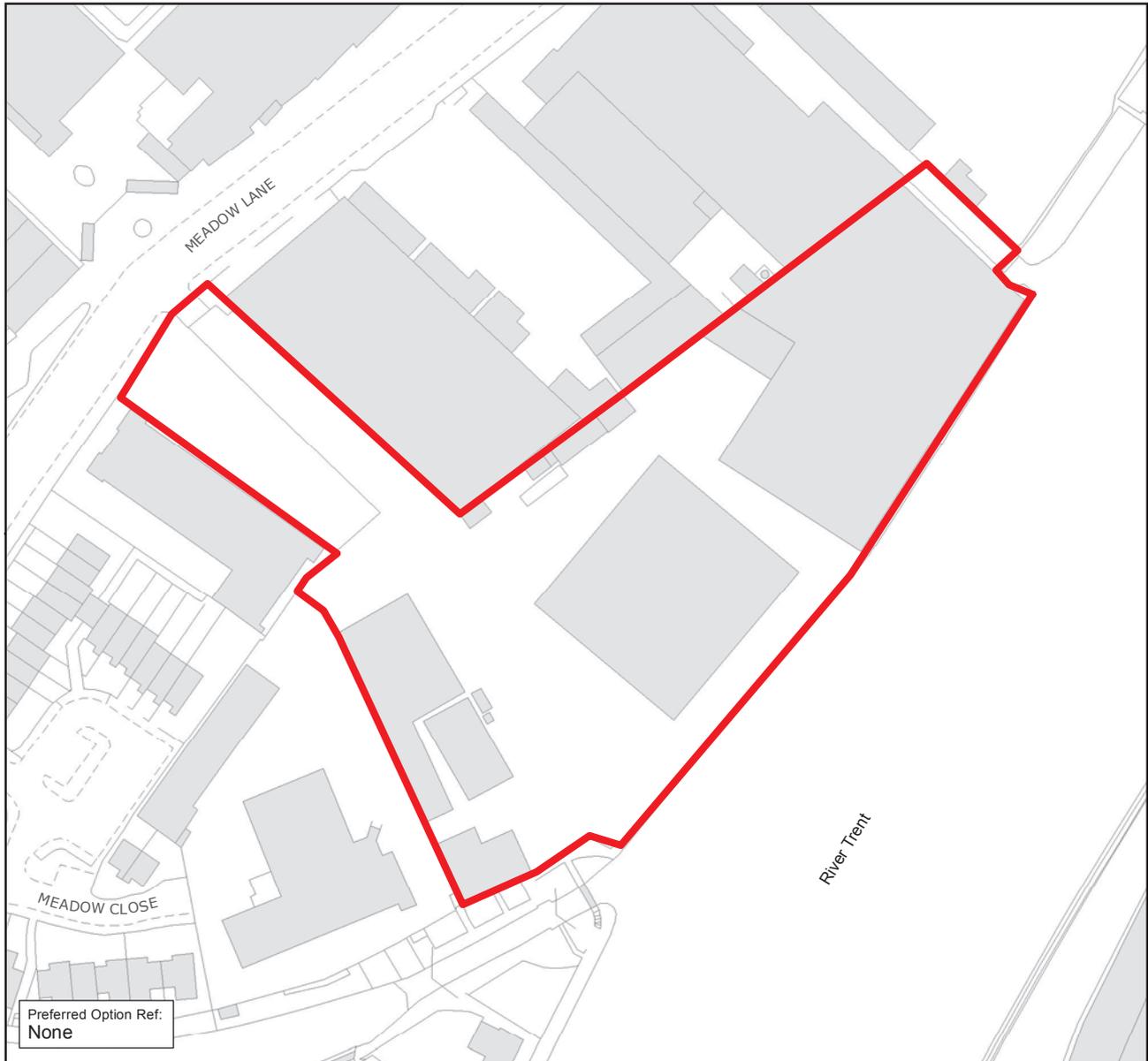
Overall Summary

This site, vacant and cleared, forms most of the southern half of land allocated for mixed use development (MU3.2) in the Nottingham Local Plan (2005). The site has an extant permission for 350 residential units including 12 live/work units and basement car parking (10/01814/PFUL3 allowed on appeal). Neighbouring use to the north is residential (within area covered by 2005 allocation), and areas to the south and west of the site are characterised by a mix of industrial and commercial uses. Land to the east of Eugene Street had planning permission (07/01984/PFUL3) for a mixed use scheme (office, residential and ground floor A1, A2, A3, A4) but this has now lapsed. This site is suitable for development but is to be incorporated within the larger PA75 allocation.

DS66 Southside - Site of Former Hicking Pentecost & Company

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	Site lies at slighty lower level than adjacent London Road.				
Known contamination: Possible	CL issues - Under investigation. Various former industrial uses				
Air Quality Management Areas: Yes					
Flood Risk Constraints Comments:	Site is in flood risk area (zone 2).				
Access:	Site bounded by Tinkers Leen to the north. Primary vehicle access achievable via Crocus Street. No egress from Crocus Street onto London Road. Traffic capacity issues unlikely. Regular bus services operate on Meadows Way.				
Wider Benefits:	City centre accessible brownfield site which could contribute to meeting ACS housing requirements.				
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)		
Overview of constraints: Site bounds the Station Conservation Area. Site lies within a medium flood risk area (zone 2). The site is within 100m of an Air Quality Management Area 2. Contaminated land issues due to former uses.					

DS70 Waterside - British Waterways Owned Part of Meadow Lane Site



Site Area (ha): 1.09	Ward: Bridge
Address: Meadow Lane	Area Committee: Area 8

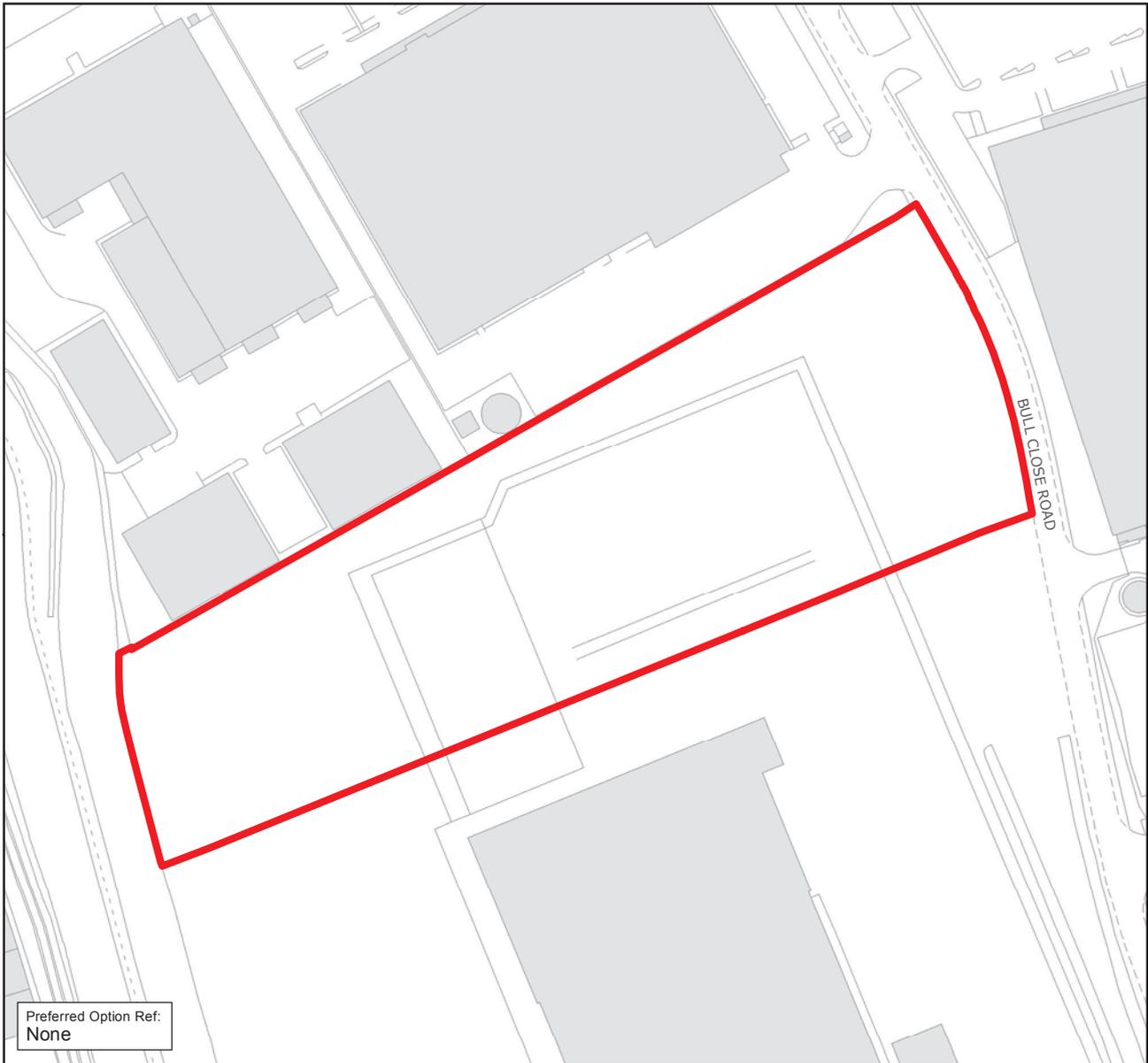
Overall Summary

This site forms part of a previous mixed use allocation (MU7.3) in the Nottingham Local Plan (2005) and lies in the Waterside Area. The site is currently occupied by industrial/commercial buildings and areas of hard standing that are in active use. Notts County Ground is situated to the north of the site along with industrial and commercial uses. There is an established residential area to the south west whilst the remainder of the 2005 land allocation MU7.3 lies to the northeast of the site. The River Trent runs to the southeast. The site is considered suitable for development but it is recommended to incorporate this within the larger PA81 which is to be carried forward as an allocation.

DS70 Waterside - British Waterways Owned Part of Meadow Lane Site

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Safeguarded tram route along Meadow Lane. Access arrangements to the site would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Future tram route does not have any development status.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Possible	Possible contamination issues. Various industrial units on site			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	Site lies in high flood risk area. (Zones 2 and 3).			
Access:	Vehicle access potentially achievable via Meadow Lane. May require detailed assessment of traffic capacity impacts upon the local network. Not directly served by public transport. Nearest bus routes on Meadows Way. Connects to the circular Big Track cycle route.			
Wider Benefits:	Brownfield site in priority regeneration area - see PA81			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: Site lies in high flood risk area. (Zones 2 and 3). Site lies partly within archaeological constraints area focussed along canal route. The Eastcroft Energy from Waste Facility is located in close proximity to the site. Within 100m of an Air Quality Management Area 2. Possible land contamination due to former industrial uses.				

DS77 Bull Close Road



Site Area (ha): 2.12	Ward: Dunkirk and Lenton
Address: Bull Close Road	Area Committee: Area 8

Overall Summary
Site is currently hard standing/parking for haulage trailers and is in active use. There are employment uses surrounding the site and this would be the appropriate use therefore unnecessary to allocate the site - further appraisal unnecessary.

DS77 Bull Close Road

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	None				
Known contamination: Yes	Known contamination issues. Gassing closed landfill				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	Flood Maps show this site is located in an area of medium flood risk (Zone 2). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS). The GNSFRA confirms that upon completion of the NLBFAS the western part of the site remains at risk of flooding in a 1 in a 1000 year return period.				
Access:	General access off Bull Close Road potentially achievable, via Redfield Road and/or Thane Road. There is no right turn movement from Redfield Road onto the A52, and vice versa. Likely sufficient traffic capacity for site. The City Link 1 service operates regularly on Thane Road. The site connects to the Big Track circular cycle route.				
Wider Benefits:	Brownfield site where existing use is appropriate therefore limited benefits.				
Radon Class: 1			Aquifer status: Non-productive		
Overview of constraints: In close proximity to a Waste Treatment Facility. Located on a former landfill site and underlain by a Secondary Aquifer. Development on this site has the potential to cause pollution to the groundwater resource and will require careful consideration and environmental assessment. Within an area of medium flood risk. No impact on heritage assets, HI, AQMA, HI, LWS.					

DS81 Farnborough School



Site Area (ha): 8.08

Ward: Clifton North

Address: Farnborough Road

Area Committee: Area 8

Overall Summary

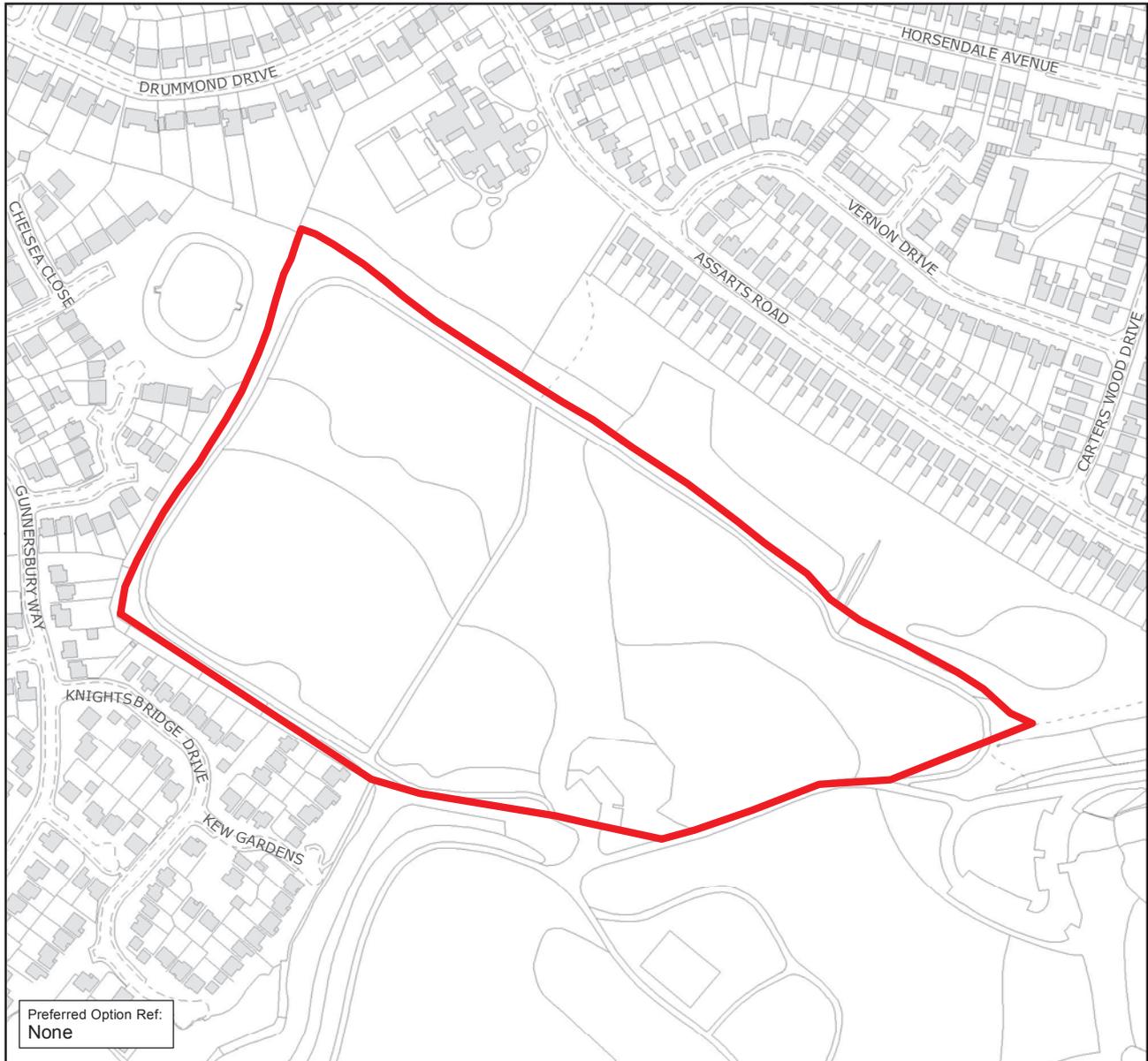
Site was put forward for education use in the Issues and Options consultation. The site has planning permission 11/04172 for school reconfiguration and construction is now complete. Allocation and further appraisal unnecessary.



DS81 Farnborough School

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? no	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	Vehicle access potentially achievable from Farnborough Road. Impacts upon A453 improvements, in terms of traffic capacity, may require further detailed assessment. Regular city centre bound bus services operating on Farnborough Road and Southchurch Drive. New tram stop to be located on Southchurch Drive. Site served by Clifton Commuter Cycle Route.			
Wider Benefits:	N/A			
Radon Class: 1			Aquifer status: Non-productive	
Overview of constraints: N/A No further assesment required.				

DS87 Broxtowe Park (City Area)



Site Area (ha): 7.8	Ward: Aspley
Address: Assarts Road	Area Committee: Area 3

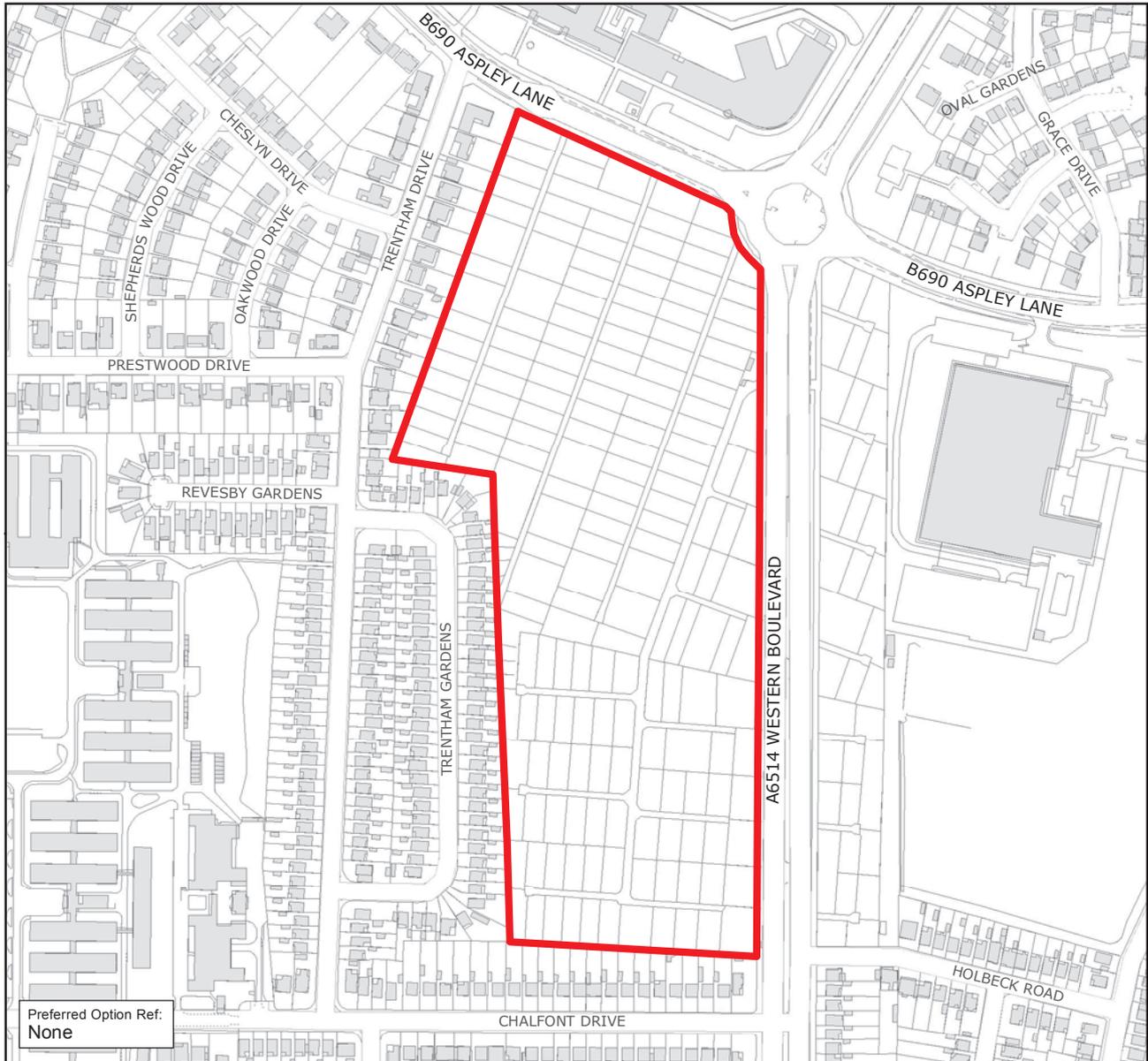
Overall Summary

The site is part of a Country Park and is currently designated as forming part of the open space network as defined in the Nottingham Local Plan (2005) and includes a LWS within its boundary. The site currently contributes to biodiversity and landscape benefits alongside intrinsic recreational value. The site does not benefit from close/direct public transport links. The red-lined site area is not physically connected to the vehicular highway. Vehicular access would have to be made through the wider park, or new accesses formed through built area to west/north. Allocation is not considered appropriate - it would adversely impact on the integrity of an important and publicly accessible Country Park, which is part of the open space network. There are also difficulties accessing this site.

DS87 Broxtowe Park (City Area)

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Yes	Known contamination issues. Gassing closed landfill - desktop study available			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	The site is in flood zone 1, according to EA records an ordinary watercourse is present along the southern boundary of the site, including a section within a culvert. Potential culvert blockage should be considered within a flood risk assessment.			
Access:	Site in the far north west of park. Would require vehicle link through the park or access via the County. May not be possible. Likely sufficient traffic capacity within local network. No regular city centre bound bus services operating near the site.			
Wider Benefits:	None			
Radon Class: 4			Aquifer status: Non-productive	
Overview of constraints: The Environment Agency have identified that the site falls within 250m of a landfill site that is potentially producing landfill gas. The site currently forms part of the open space network and includes a LWS (LWS) The current parkland use also makes a valuable contribution in terms of biodiversity and landscape. Vehicular access into the site is limited and connection to surrounding development to the west may also be difficult, if required. Site includes watercourse and culvert. Within Minerals Safeguarding Area. No constraints related to HI, heritage assets. Part of site has coal mining legacy.				

DS88 Aspley Gardens Allotments - Option One



Site Area (ha): 8.2	Ward: Aspley
Address: Western Boulevard	Area Committee: Area 3

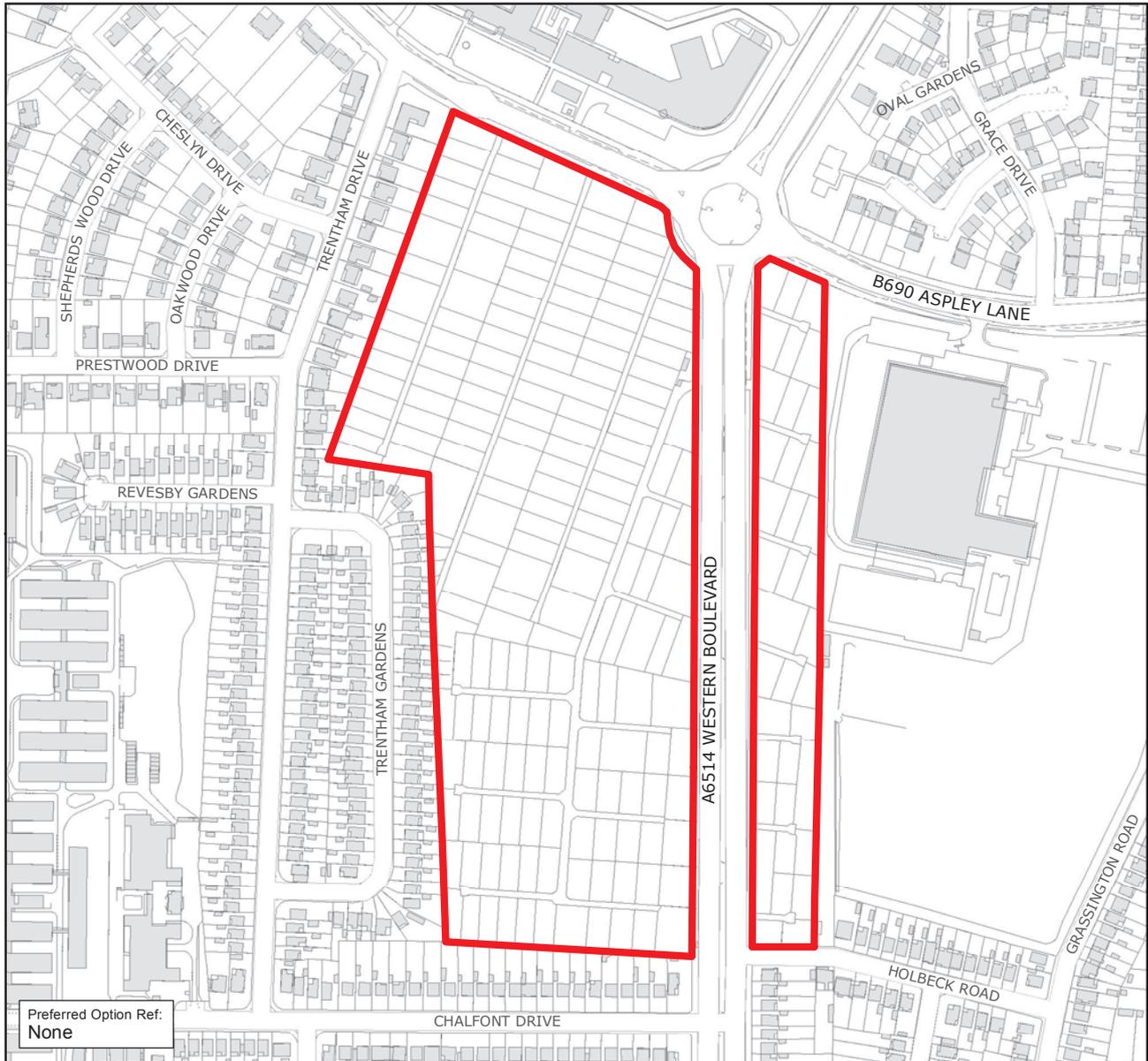
Overall Summary

Allotment plots (containing both active and unused plots) located adjacent to Aspley Lane and Western Boulevard, and bounded by rear gardens of Chalfont Drive, Tretham Gardens and Tretham Drive. Some allotments within the defined LAPP site boundary have changed use and been incorporated into adjoining residential rear gardens. Gated access into the allotment area is provided off Aspley Lane and Western Boulevard. As development would result in a significant incursion into the open space network, and as some allotments are in active use or have been converted to rear gardens it is not recommended that the site is retained as an allocation within the LAPP.

DS88 Aspley Gardens Allotments - Option One

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Ring Road Major is adjacent to the site boundary. Does not conflict with site boundary, but vehicle access arrangements would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major onsite.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: No	No obvious contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	Vehicle access potentially achievable via Aspley Lane, offset from the Ring Road junction. Likely sufficient traffic capacity within the local network, with Ring Road Major enhancing traffic capacity. Site served by NCT 77 city centre bound service (every 8 mins) on Aspley Lane. Site adjacent to NCN6 cycle route.			
Wider Benefits:	None			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Part of open space network. Ownership of allotments is fragmented. Some owners wish to retain active use of allotments. Some outlying allotments have changed use to private garden. Within Minerals Safeguarding Area. No constraints related to HI, heritage assets, LWS.				

DS89 Aspley Gardens Allotments - Option Two



Site Area (ha): 9.86	Ward: Aspley
Address: Western Boulevard	Area Committee: Area 3

Overall Summary

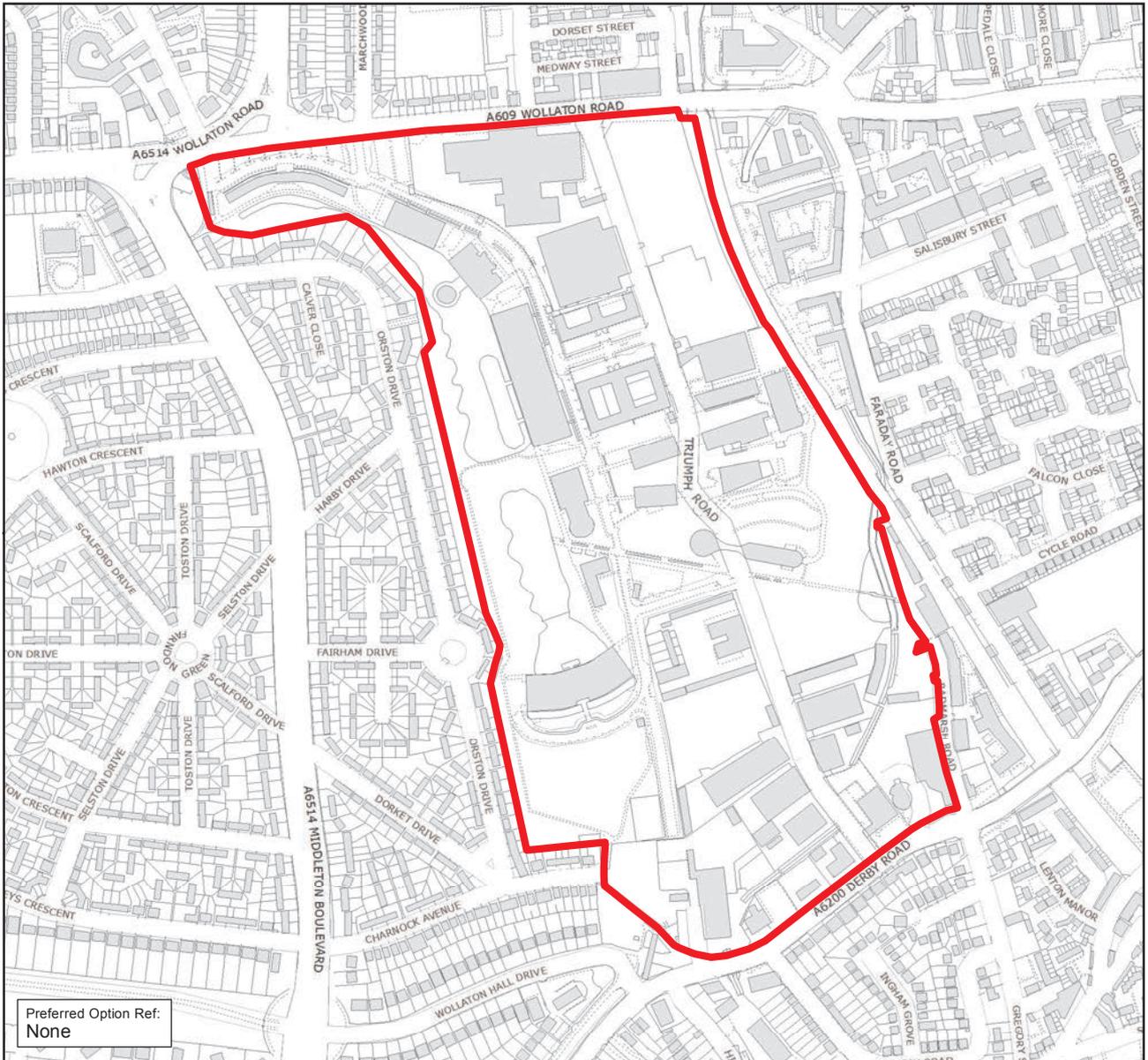
Allotment plots (containing both active and unused plots) located adjacent to Aspley Lane and Western Boulevard, and bounded by rear gardens of Chalfont Drive, Trentham Gardens and Trentham Drive. This option also incorporates a sliver of land on the opposite side of Western Boulevard, which backs onto the David Lloyd centre and is bounded by Holbeck Road. Some allotments within the defined LAPP site boundary have changed use and been incorporated into adjoining residential rear gardens. Gated access into the allotment area is provided off Aspley Lane and Western Boulevard. As development would result in a significant incursion into the open space network, and as some allotments are in active use or have been converted to rear gardens it is not recommended that the site is retained as an allotment within the LAPP.



DS89 Aspley Gardens Allotments - Option Two

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? Yes	Ring Road Major is adjacent to the site boundary. Does not conflict with site boundary, but vehicle access arrangements would need to be consistent.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? Yes	Ring Road Major, on site.
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: No	No obvious contamination issues.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	Vehicle access potentially achievable via Western Boulevard, offset from the Ring Road junction. Northbound and southbound movements may be achievable, depending if the site entrance is in relation to the gaps in the central reservation. Likely sufficient traffic capacity within the local network, with Ring Road Major enhancing traffic capacity. Site served by NCT 77 city centre bound service (every 8 mins) on Aspley Lane.			
Wider Benefits:	None			
Radon Class: 3			Aquifer status: Principal Aquifer - CF (Cadeby Formation)	
Overview of constraints: Part of open space network. Ownership of allotments is fragmented. Some owners wish to retain active use of allotments. Some outlying allotments have changed use to private garden. Within Minerals Safeguarding Area. No constraints related to HI, heritage assets, LWS.				

DS96 Jubilee Campus



Site Area (ha): 35.83	Ward: Wollaton East and Lenton Abbey
Address: Wollaton Road	Area Committee: Area 7

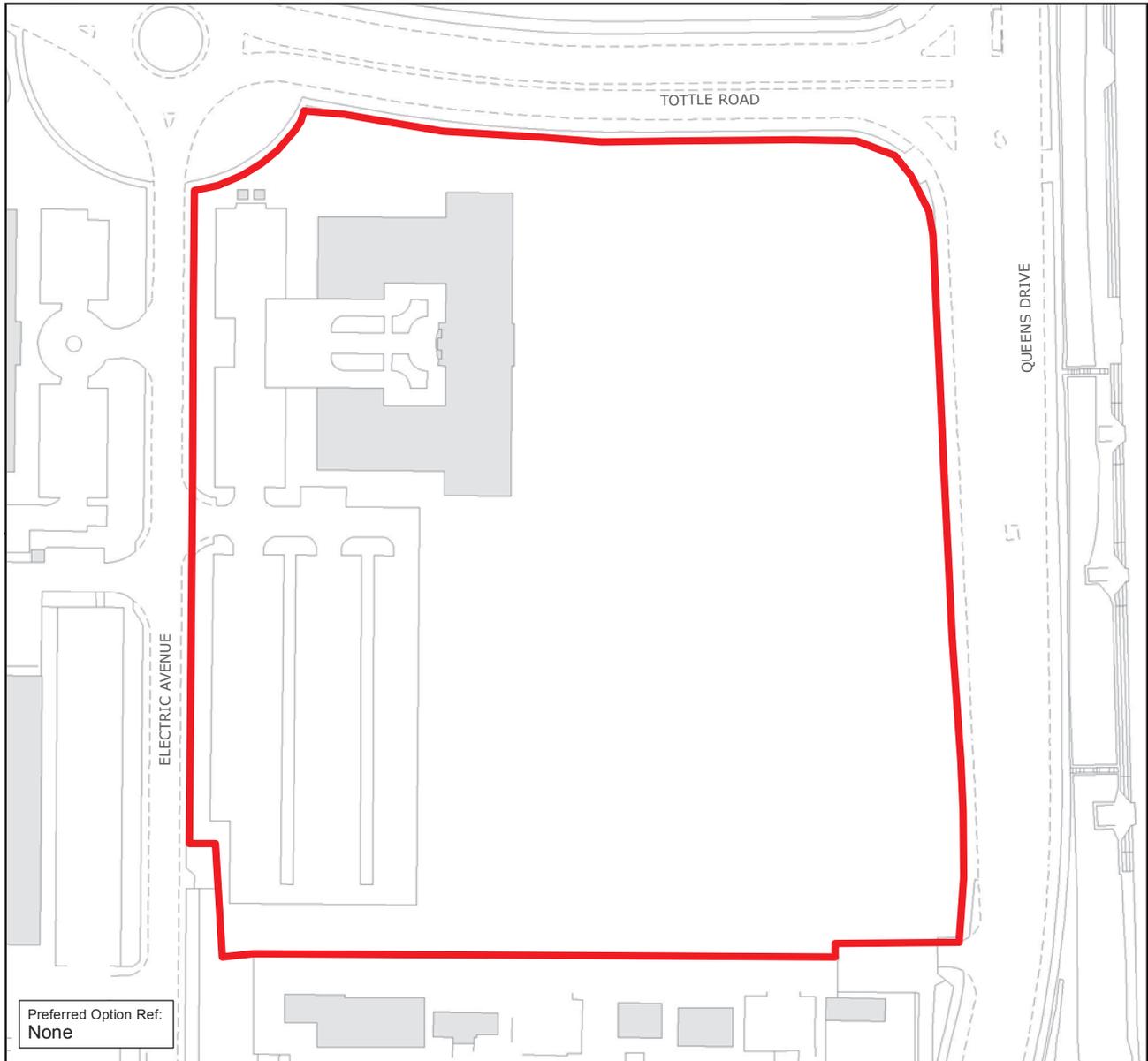
Overall Summary

There have been multiple recent planning applications within the site. Part of the site is designated as land safeguarded for further and higher education in the Nottingham Local Plan (2005). Site is in use as education, employment and retail and is mainly surrounded by residential development. It is recommended that this site is not taken forward as an allocation. The site is more appropriately included within the Policies Map designation as 'Land Safeguarded for Education Facilities' as the majority of the site is currently developed and in active use.

DS96 Jubilee Campus

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: None	Former industrial uses.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	None			
Access:	The main access points to the site are at Wollaton Road and Derby Road. Likely sufficient traffic capacity within local network. Regular city centre bound bus services on both of these radial routes. Bus services also operate on Triumph Road. NCN6 Cycle Route also adjacent.			
Wider Benefits:	Majority of site is currently developed for educational purposes, however redevelopment at the Derby Road and Wollaton Road ends would increase the education area.			
Radon Class: 1(S) & 2(N)			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: Known contamination issues. Site is underlain by a Principal Aquifer.				

DS98 Electric Avenue - Option 2



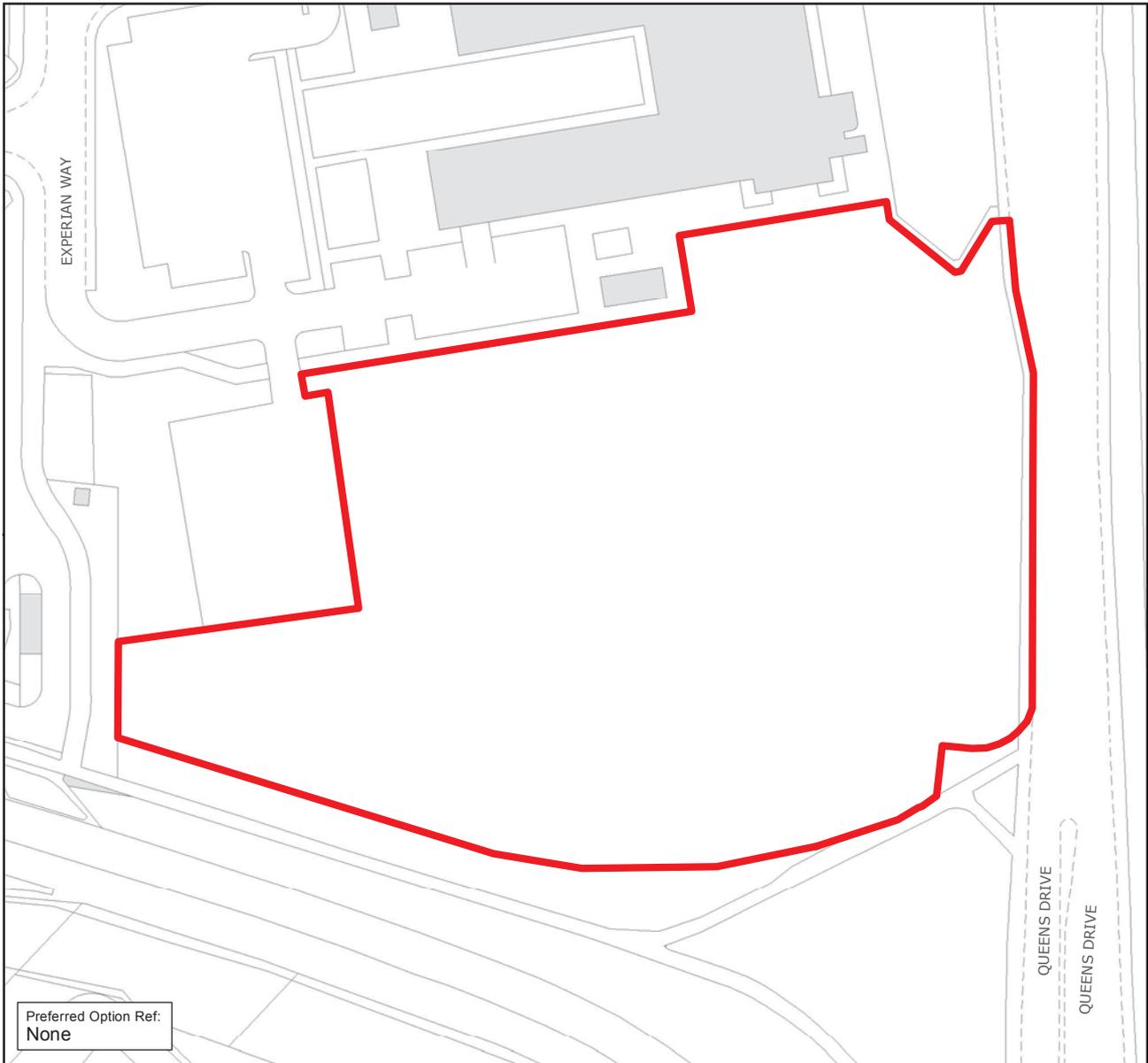
Site Area (ha): 3.53	Ward: Bridge
Address: Queens Drive	Area Committee: Area 8

Overall Summary
This site is designated as part of a Major Industrial Estate in the Nottingham Local Plan (2005), allocated for industrial development/expansion and restructuring (allocation E2.4). The site is currently clear and vacant. The site fronts Queens Drive and includes Experian's relatively modern office building on site. Employment use is considered to be the appropriate use for this site to and the site allocated for employment under PA53.

DS98 Electric Avenue - Option 2

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? No	None	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	None				
Known contamination: Possible	Possible contamination issues. Historic colliery site				
Air Quality Management Areas: No					
Flood Risk Constraints Comments:	EA comments - located in Flood Zone 2, in the defended floodplain of the River Trent. Data from the Greater Nottingham Strategic Flood Risk Assessment should be considered when developing the site. Tottlebrook flows from west to east through the roundabout, in a culvert north of the site. Advise that FRA considers the risk of flooding from this source. Site is underlain by principal Aquifer. Due to previous uses, future development may have potential to cause pollution of the underlying groundwater and will require careful consideration and an environmental assessment.				
Access:	Vehicle access potentially achievable off Tottle Road or Electric Avenue. May require further detailed assessment of traffic capacity impacts upon the local network. Site served by CL1 service 9every 10mins) on Tottle Road) and NCT48 (8mins) on Queens Drive. Site adjacent to Big Track circular cycle route.				
Wider Benefits:	Reuse of brownfield site.				
Radon Class: Information not available			Aquifer status: Non-productive		
Overview of constraints: Located in Flood Zone 2, in the defended floodplain of the River Trent. Tottlebrook flows from west to east through the roundabout, in a culvert north of the site. Underlain by principal aquifer. Located in an area of high flood risk (Zones 3 and 2).The GNSFRA confirms that upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. Underlain by a Principal Aquifer and, given the former uses on-site, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment. Within minerals safeguarding area - requires consideration prior to development but not considered a barrier to development. No constraints related to archaeology, heritage, HI or AQMA.					

DS99 NG2 South - Alternative Uses



Site Area (ha): 1.52	Ward: Bridge
Address: Queens Drive	Area Committee: Area 8

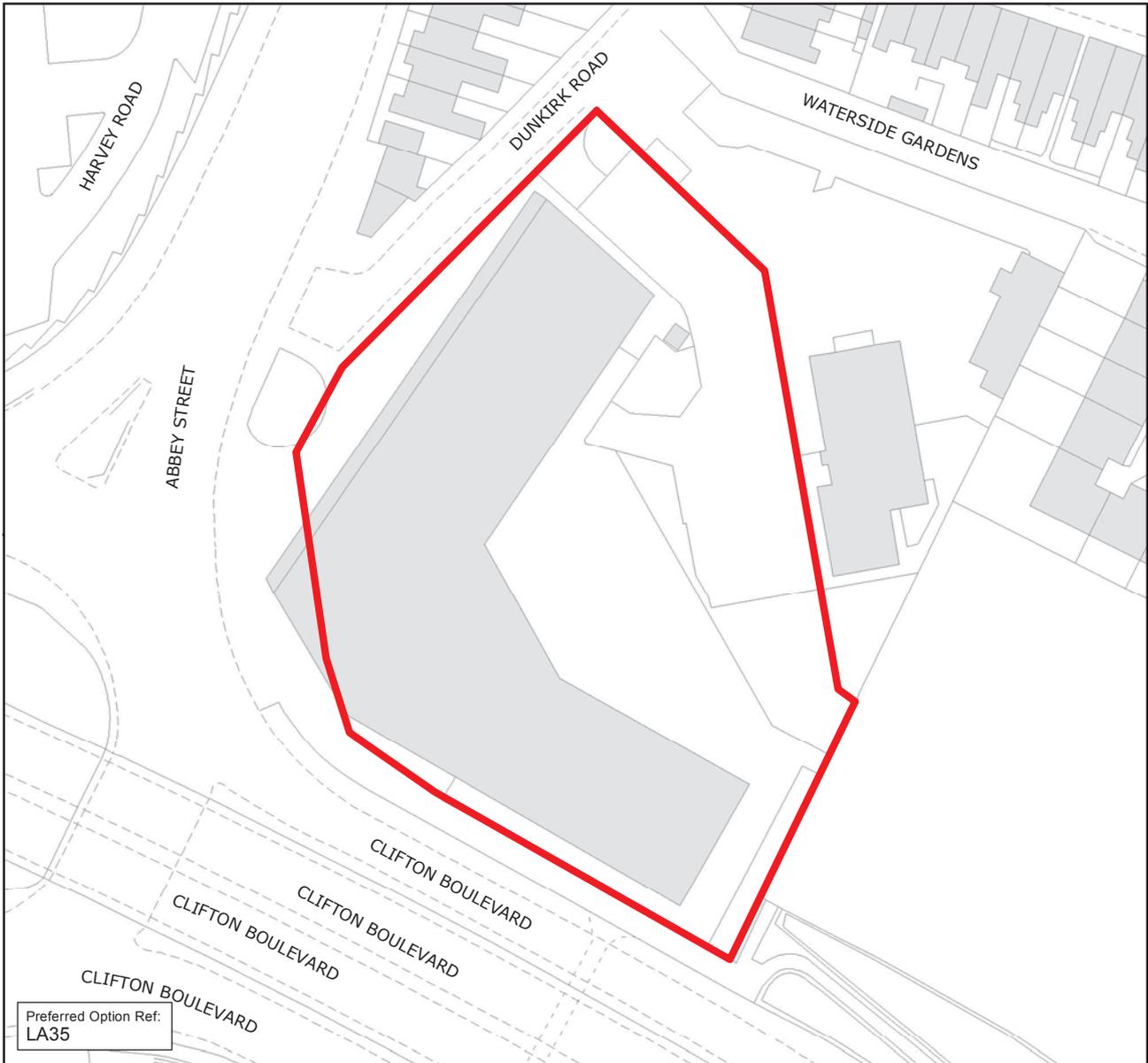
Overall Summary

Site was put forward for B1 (Office, Research and Development, Light Industrial), Retail, Health and Fitness Club, Hotel / Leisure, D1 (institutional use – education / health) in the Additional Sites consultation. It is currently allocated for employment (E1.3) in the Nottingham Local Plan (2005). Surrounding uses include employment (offices and light industrial) and residential (at the far side of Queen’s Drive). An alternative use was put forward in the Issues and Options consultation (DS60) for employment. The site is part of a high profile prestige business park and is an 'out of centre' location. Retail and leisure. Given the context of the existing business park, site has been allocated for employment use under PA50.

DS99 NG2 South - Alternative Uses

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	None
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Mainly flat	No supplementary comments.			
Known contamination: Yes	Known contamination issues. Former Royal Ordnance factory			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Flood Maps show this site is located in an area of high flood risk (Zones 3 and 2). The Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) has considered the risk of flooding before and after the completion of the Nottingham Left Bank Flood Alleviation Scheme (NLBFAS). The GNSFRA confirms that upon completion of the NLBFAS the site is at risk of flooding in a 1 in a 100 year plus climate change return period. As part of this site is within an area at risk of flooding, it will be necessary for Nottingham City Council to undertake the flood risk Sequential Test.			
Access:	No supplementary comments.			
Wider Benefits:	Part of NG2 business park			
Radon Class: 1			Aquifer status: Principal Aquifer - NCSF (Nottm Castle Sandstone Formation)	
Overview of constraints: This potential site allocation is in close proximity to a Clinical Waste Treatment Plant. Within area of high flood risk (zones 3 and 2). This potential site allocation is underlain by a Principal Aquifer and, given the former uses on-site as an ordnance factory, there is potential for development to cause pollution to the groundwater resource, which will require careful consideration and environmental assessment.				

DS102 Former Dunkirk Fire Station



Site Area (ha): 0.56

Ward: Dunkirk and Lenton

Address: Dunkirk Road

Area Committee: Area 8

Overall Summary

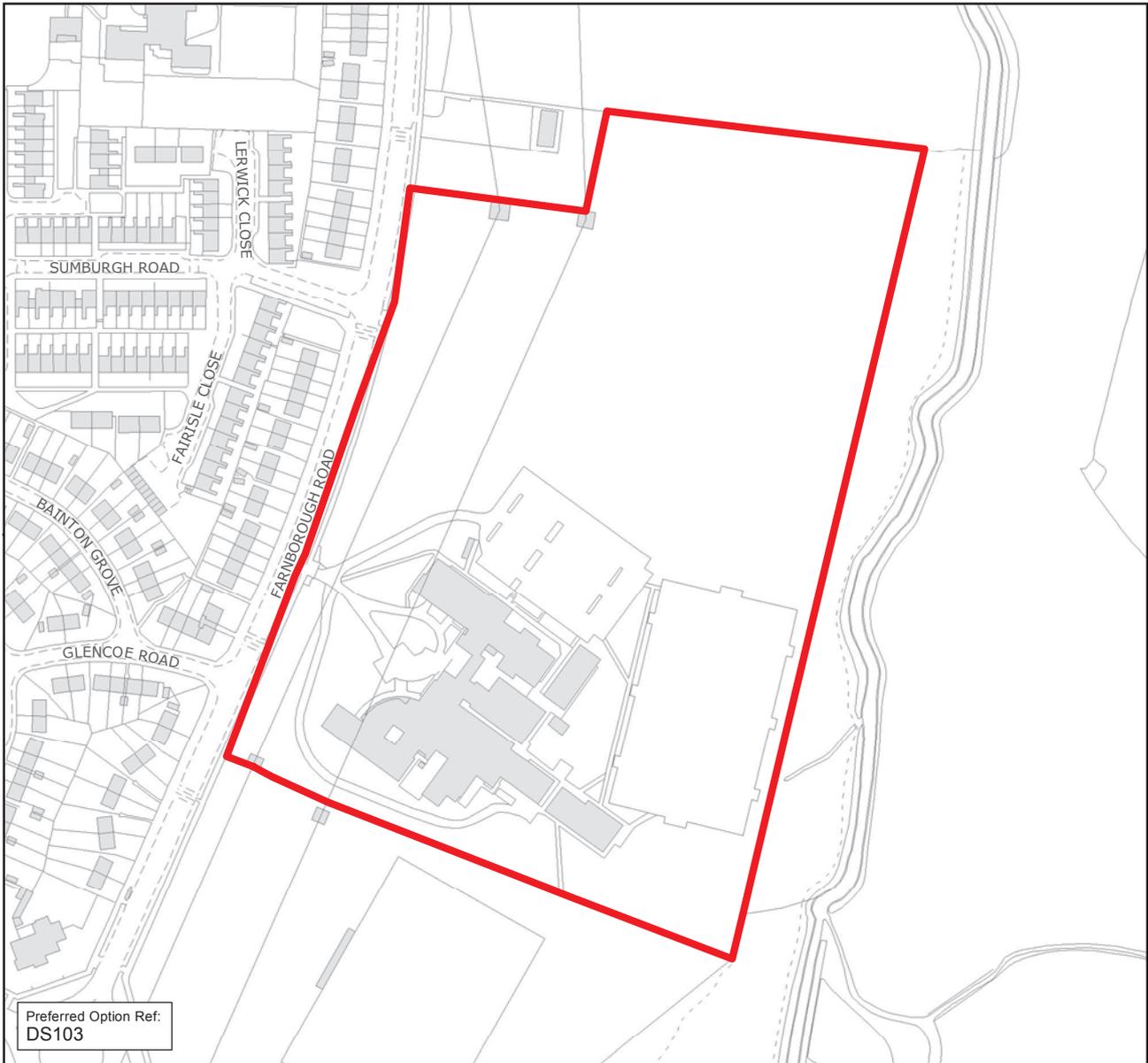
Further site appraisal unnecessary - site has been developed.



DS102 Former Dunkirk Fire Station

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? No	None
Primary school	-	-	Affected by transport safeguarding? No	Clifton Boulevard is a safeguarded highway improvement route, adjacent to the site, but does not conflict with the site boundary or possible access arrangements.
Secondary school	-	-		
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: Possible	Possible contamination issues. Former industrial uses			
Air Quality Management Areas: Yes				
Flood Risk Constraints Comments:	EA - located within Flood Zones 2 and 3 within the natural floodplain of the river Trent and River Leen. The site is defended from flooding from the River Trent and Leen 1 in 100 year flood events, however the residual risk of overtopping and breach from both sources of flooding remain, which should be considered in an FRA. SuDS must be incorporated within the development, and as the site falls within the catchment of the River Leen Greenfield runoff rates achieved from a managed surface water drainage scheme. The site is underlain by a Principal aquifer. Due to the previous use of the site, future development may have the potential to cause pollution of the underlying ground water and will require careful consideration and an environmental assessment, especially as it lies within a Source Protection Zone II and is very close to the QMC water abstraction. The site is close to the QMC CHP. Depending on future allocation an air dispersion modelling maybe required.			
Access:	On corner of busy roundabout. General vehicle access would be required via Dunkirk Road, albeit a tight residential road. Detailed assessment may be required, dependent upon site use and traffic flow patterns, given narrow residential streets. Half hourly city centre bound bus services (NCT 13/14) on Abbey Street. Cycle provision on Abbey Bridge, canal side and Ring Road.			
Wider Benefits:	This cleared site does not contribute to the local area and development would have regeneration benefits, possibly providing education and commercial opportunities.			
Radon Class: 1			Aquifer status: Principal Aquifer - LFS (Lenton Sandstone Formation)	
Overview of constraints: Possible contamination issues due to former industrial uses. Located within an area at risk of flooding (zones 2 and 3) and underlain by a Principal aquifer. The site is close to the Queens Medical Centre Combined Heat & Power Plant which may require air dispersion modelling for future developments. Heavy traffic next to site, may require sound insulation and appropriate ventilation.				

DS103 Charnwood Centre



Site Area (ha): 7.8	Ward: Clifton South
Address: Summerwood Lane	Area Committee: Area 8

Overall Summary

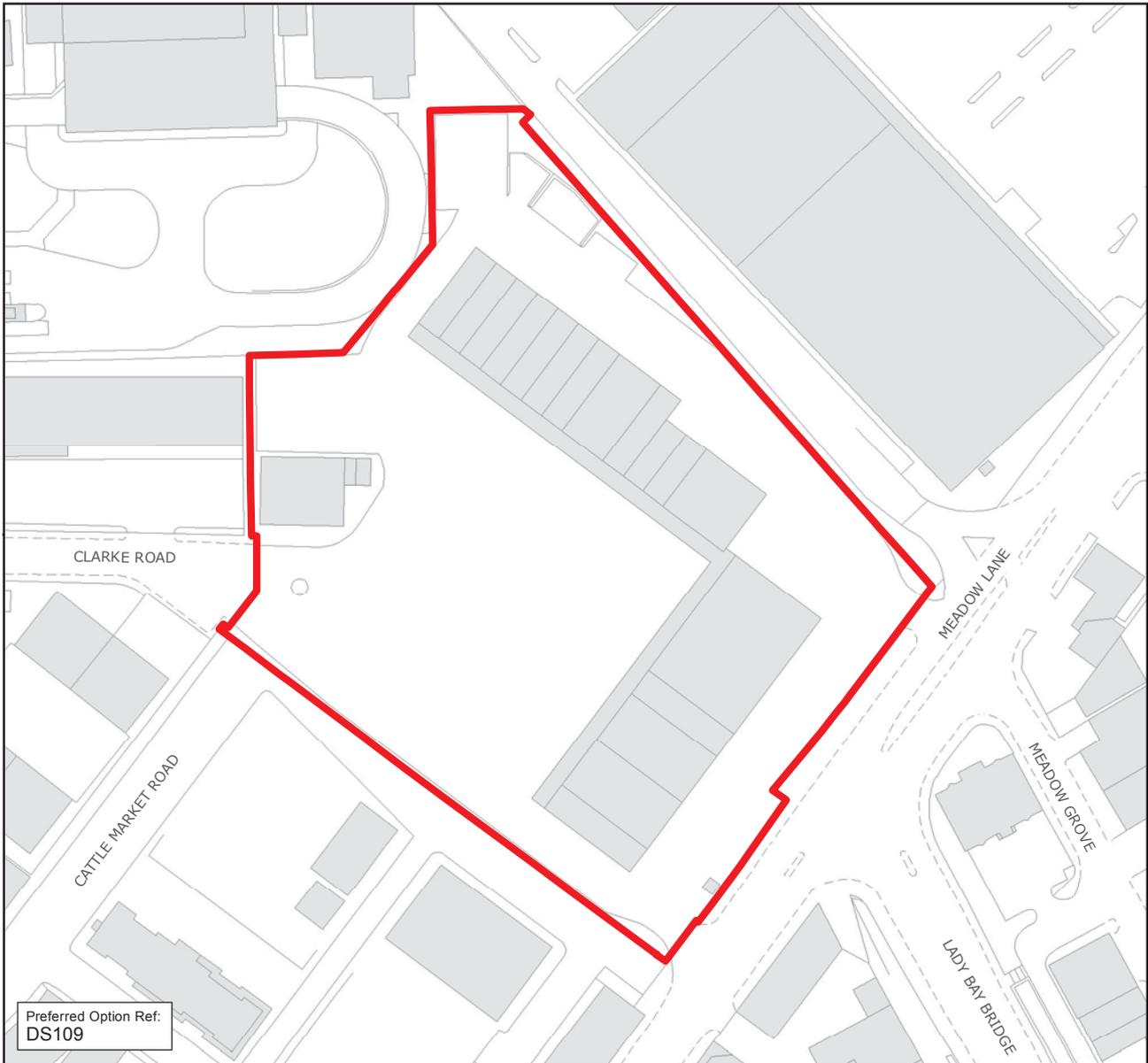
Some of the site is designated for further and higher education uses within the Nottingham Local Plan (2005). Site has no relevant planning history. The site is in the Green Belt, has open space to three sides and residential to the west. Transmission lines to front of site, sewer to rear. Planning application submitted May 2015 for new sports hall. The site is within the Green Belt and is in active use and not considered appropriate for allocation.



DS103 Charnwood Centre

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? None	None
Primary school	-	-	No	
Secondary school	-	-	Affected by transport safeguarding? None	None
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? None	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	None			
Known contamination: No	None			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	EA comments - Partially located in flood zones 3 and 2. Sequential test needed. Development should be located in areas of lowest flood risk. Eastern half of site lies within flood some 2 and 3 and the periphery is shown to lie within the functional floodplain. Scope to engineer site to avoid flood risk. Safe access and escape required inc consideration of depth and velocity of flood water. Underlain by secondary aquifer - required careful consideration.			
Access:	General vehicle access potentially achievable via Farnborough Road. Further detailed assessment may be required for traffic capacity impacts upon local network, also considering the A453 upgrade. Regular city centre bound bus route (NCT2 - every 10mins) on Farnborough Road. New tram route implemented on Southchurch Drive. Connects to Clifton Commuter Cycle Route.			
Wider Benefits:	Could contribute to meeting housing objectives of ACS.			
Radon Class: Information not available		Aquifer status: Information not available		
Overview of constraints: Part of site with the open space network. Within flood zones 3 and 2 and periphery of site within functional flood plain. Site is within the Green Belt. Transmission lines to front of site facing Farnborough Road No constraints related to Minerals, HI, heritage assets. Close to Fairham Brook LWS. A large public sewer crosses the site to the east of the existing college buildings which cannot be built over.				

DS109 Waterside - Clarke Road (Wholesale Fruit and Flower Market)



Site Area (ha): 1.65

Ward: Bridge

Address: Clarke Road

Area Committee: Area 8

Overall Summary

These are relatively modern warehouse units which are currently in active use as a wholesale market and other warehouse uses. The units are well let and surrounded by industrial/employment uses including the Energy from Waste Facility and retail park. Relatively modern units, currently active, not considered appropriate for allocation.



DS109 Waterside - Clarke Road (Wholesale Fruit and Flower Market)

Accessibility by public transport See appendix			Transport	Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines? Yes	Small section at the south west of site required for pedestrian crossing improvements at the Meadow Lane/Lady Bay Bridge junction.
Primary school	-	-		
Secondary school	-	-	Affected by transport safeguarding? Yes	Located adjacent to proposed Cattle Market Road realignment.
Further education	-	-		
GP surgery	-	-		
Hospital	-	-		
Leisure centre (Council run)	-	-		
Village hall	-	-		
Local shops	-	-	Future transport schemes near site? No	None
Employment area (500+ jobs)	-	-		
Public Transport interchange	-	-		
Bus stop - distance	-	N/A		
Constraints				
Topography: Flat	No supplementary comments.			
Known contamination: Possible	No supplementary comments.			
Air Quality Management Areas: No				
Flood Risk Constraints Comments:	Site is partially within Trent 1:1000 and 1:100 flood zone.			
Access:	General vehicle access potentially achievable via Clarke Road. Right turns to and from the site via Meadow Lane may be difficult. Nearest city centre bound bus routes located on Meadows Way and Manvers Street.			
Wider Benefits:	Brownfield site where existing use is considered appropriate therefore limited benefits.			
Radon Class: Information not available			Aquifer status: Information not available	
Overview of constraints: Site is at risk of flooding - it is partially within the Trent 1:1000 and 1:100 flood zone. May be potential access constraints. Within Minerals Safeguarding Area. No constraints related to HI, heritage or LWS. Close to Energy from Waste facility.				

DS110 Windmill Lane (Former Red Cow Public House)



Site Area (ha): 0.1

Ward: -

Address: Windmill Lane

Area Committee: Area 1

Overall Summary

Site has planning permission for residential development and is vacant / cleared. Neighbouring uses consist of residential and open space. Small site below the threshold for assessment.



DS110 Windmill Lane (Former Red Cow Public House)

Accessibility by public transport See appendix			Transport		Comments
Destination	Distance (Metres)	Time (Mins)	Highway planning lines?	None	
Primary school	-	-	No		
Secondary school	-	-	Affected by transport safeguarding? Yes	New tram line located adjacent.	
Further education	-	-			
GP surgery	-	-			
Hospital	-	-			
Leisure centre (Council run)	-	-			
Village hall	-	-			
Local shops	-	-	Future transport schemes near site? No	None	
Employment area (500+ jobs)	-	-			
Public Transport interchange	-	-			
Bus stop - distance	-	N/A			
Constraints					
Topography: Mainly flat	No supplementary comments.				
Known contamination: None	No supplementary comments.				
Air Quality Management Areas: None					
Flood Risk Constraints Comments:	None				
Access:	General vehicle access potentially achievable via Lenton Lane. Access and Egress arrangements need to be consistent with tram layout. Right turn out of site onto Gregory Street likely to be difficult due to position of tram. Traffic capacity impacts on Gregory Street/Abbey Bridge junction may require testing. Nearest city centre bound bus routes located on Abbey Bridge. New tram stop to be located on Gregory Street.				
Wider Benefits:	Site is currently vacant and redevelopment would regenerate the area.				
Radon Class: Information not available			Aquifer status: Information not available		
Overview of constraints: N/A					

Appendix 3: Accessibility Data – Distance and Travel Time by Public Transport

LAPP ID	Primary School		Secondary School		Further Education		GP Surgery		Hospital		Leisure Centre		Community Centre		Local Shops		Bus/Tram Stop		Employment Area (500+ jobs)	
	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins	Metres	Mins
DS01	487	7	1310	15	1310	15	686	9	4672	29	2054	16	703	9	661	9	224	N/A	471	6
DS02	1078	10	1850	13	1850	13	1943	13	4154	21	1286	13	1870	11	1884	11	249	N/A	879	9
DS03	809	6	1914	14	1914	14	1671	11	4207	20	1070	11	1872	10	1939	10	150	N/A	457	5
DS04	1206	14	1462	19	1462	19	2433	18	5923	34	1548	18	849	11	713	9	372	N/A	536	7
DS05	361	5	2339	15	221	3	1138	7	2439	20	2524	17	396	5	459	5	189	N/A	314	4
DS06	194	3	471	6	471	6	199	3	3389	20	663	9	1029	7	456	6	169	N/A	1226	10
DS07	778	10	2576	21	1649	17	796	10	6625	31	2677	21	860	11	2046	15	526	N/A	619	8
DS08	687	9	2368	13	1233	16	224	3	2037	15	371	5	1250	9	2302	10	138	N/A	757	10
DS09	419	6	570	8	1374	11	511	7	2786	24	3035	22	695	9	1147	8	213	N/A	435	6
DS10	943	6	1404	12	1404	12	265	4	2635	22	2652	16	259	4	1611	13	253	N/A	663	9
DS11	465	6	2136	14	1445	10	2136	9	2019	19	3388	15	384	5	939	8	120	N/A	775	6
DS12	459	6	1898	11	1898	11	217	3	2476	20	3903	17	898	7	2136	10	85	N/A	370	5
DS13	240	3	1817	13	1817	13	641	9	1928	18	3962	18	958	8	2186	11	245	N/A	449	6
DS14	693	7	1710	9	1710	9	254	4	2329	18	2875	18	497	7	3201	11	106	N/A	623	8
DS15	238	3	2611	16	913	8	1606	8	2428	23	2993	18	648	9	364	5	145	N/A	407	6
DS16	974	12	1921	15	2951	17	428	6	727	10	2123	16	476	6	415	6	352	N/A	847	11
DS17	666	9	1240	12	3231	20	398	5	3783	24	1509	11	674	9	388	5	309	N/A	865	11
DS18	310	4	2144	14	2737	21	655	6	1718	16	738	9	325	5	771	8	309	N/A	552	7
DS19	303	4	2251	12	3309	18	1020	8	2809	16	768	6	659	6	915	7	173	N/A	476	6
DS20	285	4	1790	12	3827	20	505	7	2497	19	1487	11	331	5	443	6	196	N/A	1002	9
DS21	1027	6	2496	14	2812	16	705	6	1122	15	1362	14	1077	6	547	6	176	N/A	334	5
DS22	658	9	1529	12	1529	12	465	6	5273	28	728	10	288	4	808	11	334	N/A	478	6
DS23	230	3	688	9	328	5	594	8	5530	27	1302	13	1080	10	644	9	122	N/A	674	9

LAPP ID	Primary School		Secondary School		Further Education		GP Surgery		Hospital		Leisure Centre		Community Centre		Local Shops		Bus/Tram Stop		Employment Area (500+ jobs)	
DS24	1500	12	2458	18	2324	18	1638	12	9374	42	2708	28	1607	18	4389	18	349	N/A	261	4
DS25	1096	11	2563	19	1481	19	1742	13	6613	41	2278	24	1396	16	1832	16	453	N/A	372	5
DS26	926	9	2500	18	2366	18	1680	12	6849	40	2327	24	1226	14	1663	14	390	N/A	310	4
DS27	356	5	1174	12	1174	12	1094	10	5440	30	559	7	1013	11	571	8	389	N/A	240	3
DS28	601	8	1236	8	1236	8	1469	10	4072	24	2047	16	1486	12	533	6	250	N/A	577	8
DS29	1258	11	587	8	833	11	422	6	3314	21	2405	17	984	13	484	7	236	N/A	672	9
DS30	1394	12	388	5	709	9	679	9	3592	24	1690	15	563	8	588	8	240	N/A	234	3
DS31	612	8	888	6	888	6	1782	8	3672	21	2307	15	1746	11	793	5	196	N/A	588	8
DS32	655	6	655	6	655	6	680	4	2125	18	1571	13	1004	10	862	7	161	N/A	412	6
DS33	753	8	1286	10	1286	10	1313	9	1907	18	2698	18	659	9	1093	9	155	N/A	346	5
DS34	642	5	2417	11	775	5	218	3	3087	17	532	7	344	5	180	3	132	N/A	332	5
DS35	1085	11	2490	13	154	2	824	7	2517	13	1701	13	1288	10	294	4	105	N/A	142	2
DS36	401	5	2937	16	1208	7	444	5	2276	16	242	4	245	4	197	3	174	N/A	243	4
DS37	568	8	2317	12	1552	8	487	5	1773	11	756	10	144	2	621	6	145	N/A	315	4
DS38	801	11	801	11	2170	15	2116	15	4712	26	3002	21	691	9	1291	14	244	N/A	942	12
DS39	747	9	1773	14	528	7	740	10	3488	25	2758	20	522	7	1614	10	260	N/A	1849	11
DS40	758	7	3322	16	3322	16	414	6	892	12	3453	16	334	5	1659	10	198	N/A	1200	8
DS41	357	5	991	13	1375	9	127	2	2150	16	2173	15	518	5	294	4	82	N/A	1599	9
DS42	681	6	1675	9	538	7	286	4	4850	24	442	6	380	5	846	6	129	N/A	198	3
DS43	351	5	1650	8	1650	8	219	3	3647	24	606	7	280	4	593	7	140	N/A	122	2
DS44	1089	14	2527	15	890	12	1074	14	4420	28	1101	14	880	11	856	11	516	N/A	69	1
DS45	865	10	960	10	960	10	725	10	4783	31	1642	11	322	5	559	7	100	N/A	150	2
DS46	986	13	2437	14	903	12	955	12	4536	29	1768	14	741	10	718	9	426	N/A	192	3
DS47	870	11	2696	16	2696	16	1566	16	5735	33	2027	16	806	11	1149	15	515	N/A	566	8
DS48	2260	13	2354	13	2354	13	1226	13	4827	33	1686	13	699	9	809	11	276	N/A	459	6
DS49	641	9	1419	14	1827	14	546	4	5959	29	1283	14	338	5	716	7	122	N/A	255	4
DS50	540	7	2108	10	364	5	428	6	4776	23	199	3	506	7	279	4	74	N/A	350	4

LAPP ID	Primary School		Secondary School		Further Education		GP Surgery		Hospital		Leisure Centre		Community Centre		Local Shops		Bus/Tram Stop		Employment Area (500+ jobs)	
DS51	529	7	2588	15	737	9	322	5	5448	27	650	9	438	6	58	1	110	N/A	681	7
DS52	290	4	2563	15	662	9	184	3	4277	23	1295	12	96	2	65	1	224	N/A	1216	10
DS53	413	6	2126	12	1510	8	318	4	4116	17	1133	11	290	4	77	1	111	N/A	249	4
DS54	2038	12	1110	11	3745	21	417	6	4289	24	3818	17	2341	12	1049	8	260	N/A	502	7
DS55	1978	11	1051	10	3686	20	317	4	4231	24	3759	17	2281	12	990	7	244	N/A	492	7
DS56	1753	11	1031	13	2278	14	1112	9	3951	23	1370	14	751	10	1183	10	156	N/A	598	8
DS57	1263	8	2631	12	561	5	842	7	2821	14	1525	10	1157	8	59	1	29	N/A	213	3
DS58	961	6	1965	11	746	8	345	5	3103	17	1014	11	937	6	459	6	77	N/A	270	4
DS59	470	6	1464	8	444	6	429	6	3656	24	889	9	415	6	1002	8	235	N/A	138	2
DS60	417	6	3529	17	2194	14	1713	12	3854	22	4819	17	1349	10	2305	14	188	N/A	295	4
DS61	1185	12	1364	18	2427	17	1677	17	2065	18	5416	22	1335	16	1259	16	166	N/A	276	4
DS62	240	3	3385	15	2118	12	1257	8	3712	20	1583	13	889	6	1211	10	130	N/A	243	4
DS63	434	6	2275	9	614	8	373	5	3093	18	1134	8	583	8	372	5	119	N/A	715	5
DS64	769	10	2203	11	311	4	213	3	3307	21	1062	10	1472	12	658	9	263	N/A	208	3
DS65	296	4	2282	9	769	9	263	4	3097	18	1142	8	445	6	355	5	114	N/A	722	5
DS66	719	9	2095	9	381	5	345	5	3494	20	954	8	1659	11	550	7	171	N/A	310	4
DS67	727	10	1950	9	364	5	395	5	3502	20	810	8	1667	11	558	7	179	N/A	293	4
DS68	386	5	2373	10	691	8	452	6	3018	17	1232	9	570	8	460	6	202	N/A	249	4
DS69	290	4	2542	12	1208	9	451	6	2839	17	1402	11	514	7	558	7	137	N/A	465	6
DS70	761	10	1524	8	1524	8	2516	10	6743	22	613	8	2351	15	1265	12	395	N/A	381	5
DS71	881	12	2063	11	332	5	571	8	3986	22	922	10	1040	13	805	11	280	N/A	273	4
DS72	913	12	2169	12	235	3	495	7	4100	24	1028	11	867	11	903	12	396	N/A	156	2
DS73	457	6	1875	8	596	8	622	8	3683	19	440	6	1847	11	761	8	59	N/A	156	2
DS74	822	11	1632	10	1632	10	2623	12	6850	24	674	9	1107	14	907	12	503	N/A	392	5
DS75	882	9	1856	8	441	6	2848	9	3788	20	715	7	1951	12	602	8	199	N/A	132	2
DS76	3101	17	3490	17	5168	22	4076	17	3467	17	1200	15	3443	17	4403	17	116	N/A	234	3
DS77	2055	13	2014	13	1107	14	3273	16	1991	13	2760	21	1966	13	2657	16	546	N/A	254	4

LAPP ID	Primary School		Secondary School		Further Education		GP Surgery		Hospital		Leisure Centre		Community Centre		Local Shops		Bus/Tram Stop		Employment Area (500+ jobs)	
DS78	795	8	458	6	2337	11	1293	11	366	5	1420	12	687	8	553	7	164	N/A	192	3
DS79	985	10	965	10	331	5	2513	13	1162	10	210	3	865	8	1897	13	283	N/A	1310	10
DS80	1569	9	1424	9	2543	9	966	6	467	6	2128	11	1448	9	226	3	214	N/A	479	6
DS81	1075	10	339	5	1109	8	1319	10	5139	23	1422	12	791	8	727	10	223	N/A	515	7
DS82	1534	16	4368	26	1933	17	1953	17	6211	35	2120	17	1111	12	2276	12	323	N/A	290	4
DS83	747	10	1918	12	1146	12	1774	14	7052	31	1760	15	568	8	804	11	70	N/A	1452	12
DS84	475	6	1558	14	525	7	464	6	5894	24	712	7	1272	10	378	5	128	N/A	155	2
DS85	216	3	1862	16	310	4	1275	10	2239	18	1296	16	341	5	530	7	114	N/A	568	8
DS86	240	3	2611	16	913	8	1605	8	2428	23	2992	18	647	9	362	5	144	N/A	406	6
DS87	346	5	3171	24	2522	24	973	13	7798	40	3995	26	1414	17	2052	19	837	N/A	1436	14
DS88	1673	9	542	7	542	7	358	5	3276	17	3245	17	1834	9	1312	9	226	N/A	469	6
DS89	1659	9	528	7	528	7	374	5	3262	17	3231	17	1820	9	1298	9	212	N/A	438	6
DS90	199	3	2258	12	3301	12	653	4	2547	15	2393	12	1105	7	727	6	118	N/A	583	6
DS91	521	7	1570	13	799	10	1164	9	2853	18	1809	17	881	9	1047	7	205	N/A	1276	9
DS92	831	8	944	7	944	7	1021	7	4197	22	2277	14	1717	11	764	4	137	N/A	829	8
DS93	971	8	237	3	1364	11	1604	7	1449	10	3133	16	676	6	832	5	105	N/A	1419	9
DS94	654	9	1993	16	2040	11	577	8	1952	15	1070	9	495	7	288	4	284	N/A	505	7
DS95	913	9	2376	13	539	7	414	6	3256	16	1189	10	648	6	219	3	99	N/A	111	2
DS96	803	11	1912	15	2194	12	1230	11	1374	14	1533	15	1199	11	982	7	204	N/A	547	7
DS97	604	8	2861	12	2861	12	2003	12	3189	18	4151	13	1636	10	3488	12	168	N/A	288	4
DS98	615	8	2871	12	2871	12	2006	12	3205	18	4167	13	1639	10	3505	12	144	N/A	248	4
DS99	520	7	3530	17	2187	13	1716	12	3857	22	4819	17	1349	10	2297	13	226	N/A	294	4
DS100	949	7	2486	10	554	6	306	4	2861	15	1336	9	1014	6	303	4	106	N/A	109	2
DS101	1044	11	2017	10	599	8	3009	11	3949	22	877	9	1039	13	763	10	360	N/A	291	4
DS102	191	3	108	2	1042	8	2026	10	340	5	1146	8	196	3	1411	10	142	N/A	353	5
DS103	1685	10	961	8	280	4	1931	10	5789	25	984	13	1401	8	1337	10	203	N/A	473	6
DS104	1183	7	1193	7	1939	8	1468	6	4026	13	1726	7	991	6	1064	6	156	N/A	542	7

LAPP ID	Primary School		Secondary School		Further Education		GP Surgery		Hospital		Leisure Centre		Community Centre		Local Shops		Bus/Tram Stop		Employment Area (500+ jobs)	
DS105	703	9	2048	10	175	3	602	8	3990	23	60	1	732	7	349	5	109	N/A	310	4
DS106	1887	9	1982	9	197	3	571	8	3753	22	191	3	950	8	474	5	99	N/A	203	3
DS107	871	10	1975	11	1975	11	454	6	6723	36	3581	16	462	6	4081	16	62	N/A	1218	8
DS108	1097	14	2661	10	2661	10	448	6	4851	20	3972	15	3389	15	939	11	126	N/A	559	7
DS109	1053	14	2247	13	559	7	1007	13	4179	25	1106	12	855	11	832	11	577	N/A	325	5
PA45	159	2	1481	12	1704	11	591	8	1508	12	1373	17	761	10	150	2	167	N/A	1520	8
PA48	1009	8	4716	18	2117	13	1223	12	2364	19	1550	17	856	10	1225	13	97	N/A	287	4

Notes: All calculations have been undertaken to include destinations within the city and within 1 mile of the city boundary – apart from the ‘Local Shops’ category, which is strictly just destinations within the city.

Appendix 4: Exception Test

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
PA31 LA02 DS31	Ascot Road (Speedo)	Residential	2&3	More	y	Redevelopment would assist in regeneration of the area. Site is previously developed land.	Hazard mapping has not been undertaken for the River Leen SFRA. Funding opportunities for defences along the River Leen should be investigated for all the allocations.	Y - via planning application process
LA06 DS02	Bestwood Road (Former Bestwood Day Centre)	Residential	2&3 (small element on western boundary) (otherwise 1)	More	y	Site has been cleared and redevelopment would regenerate the area. Site is previously developed land.	Hazard mapping has not been undertaken for the River Leen SFRA. Funding opportunities for defences	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
							along the River Leen should be investigated for all the allocations.	
LA08 DS28	Bobbers Mill Bridge (Bobbers Mill Industrial Estate)	Residential	3	More	y	Redevelopment would assist in regeneration of the area.	Hazard mapping has not been undertaken for the River Leen SFRA. Funding opportunities for defences along the River Leen should be investigated for all the allocations.	Y - via planning application process
LA09 DS91	Bobbers Mill Bridge (Land Adjacent to Bobbers Mill Industrial Estate)	Residential	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is previously developed	Hazard mapping has not been undertaken for the River Leen SFRA. Funding	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
							opportunities for defences along the River Leen should be investigated for all the allocations.	
LA19 DS10 0	Canal Quarter - Station Street/Carrington Street	Offices, residential, hotel, leisure, non-residential institution, auxiliary retail, financial and professional services	1,2&3	More and less	y	Site is within the Canal Quarter, an area identified for regeneration.	The hazard mapping in the Greater Nottingham SFRA (2010) should be taken into consideration when preparing site specific flood risk assessments.	Y - via planning application process
LA46 DS06	Linby Street/Filey Street	B1/B8 employment and residential	3	Less and more	y	Redevelopment would assist in regeneration of the area. Site is previously developed.	Hazard mapping has not been undertaken for the River Leen SFRA.	Limited due to extent of flood risk but to be considered as part of planning application

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
							Funding opportunities for defences along the River Leen should be investigated for all the allocations.	process
LA54 DS79	Nottingham Science & Technology Park Phase Two	Employment	2	Less	n			
LA56 DS62	Riverside Way	Residential, offices / R&D / light industrial	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is previously developed.	The hazard mapping in the Greater Nottingham SFRA (2010) should be taken into consideration when preparing site specific flood risk assessments.	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
LA64 DS13	Johnsons Dyeworks - Vernon Road	Residential	3 (incl 3b)	More	y	Redevelopment would assist in regeneration of the area. Site is previously developed	Hazard mapping has not been undertaken for the River Leen SFRA. Funding opportunities for defences along the River Leen should be investigated for all the allocations.	Y - via planning application process
LA66 DS10 1	Waterside - Cattle Market, Meadow Lane	Offices / Light Industry / R&D (B1), Residential (inc. Student Accommodation), Hotel , Non-Residential Institution , Assembly & Leisure (D2),	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is previously developed and is within a designated regeneration area.	Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
		Trade Counter. Auxiliary uses: Financial Services (A2), Food and Drink (A3).						
LA69 DS46	Waterside - Freeth Street	Residential, Office, Small scale convenience retail and restaurant / café	2	More and less	n	.		
LA70 DS73	Waterside - Iremonger Road	Offices / High Tech. Light Industry / Research and Development, Residential, Residential (Student Accommodation).	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is previously developed and is within an identified regeneration area.	Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process
LA71	Waterside - Eastcroft	Offices / High Tech. Light	1,2&3	More and less	y	Redevelopment would assist in	Where possible, the	Y - via planning application

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
DS71	Depot	Industry / Research and Development, Residential, Residential (Student Accommodation), Hotel , Non-Residential Institution, Sports facility, Assembly and Leisure. Auxilliary uses: Car parking, Retail to ground floor, Financial Services, Food and Drink.				regeneration of the area. Site is previously developed and is within a designated regeneration area.	more sensitive uses should be steered away from areas of highest flood risk	process
LA73 DS75	Waterside – London Road (South of Eastcroft	Offices / High Tech. Light Industry / Research and	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is	Where possible, the more sensitive uses should be	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
	Depot)	Development (B1), Assembly & Leisure (D2), Sports Facility, Theme Retail (Sui Generis), Residential (C3), Residential (Student Accommodation). Auxilliary uses: Food & Drink (A3), (A4), (A5) to ground floor.				previously developed and is within an identified regeneration area.	steered away from areas of highest flood risk	
LA74	Waterside - Meadow Lane	Offices / High Tech. Light Industry / Research and Development, Residential, Residential (Student Accommodation)	2&3	More and less	y	Redevelopment would assist in regeneration of the area. Site is previously developed and is within an identified regeneration area.	Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process

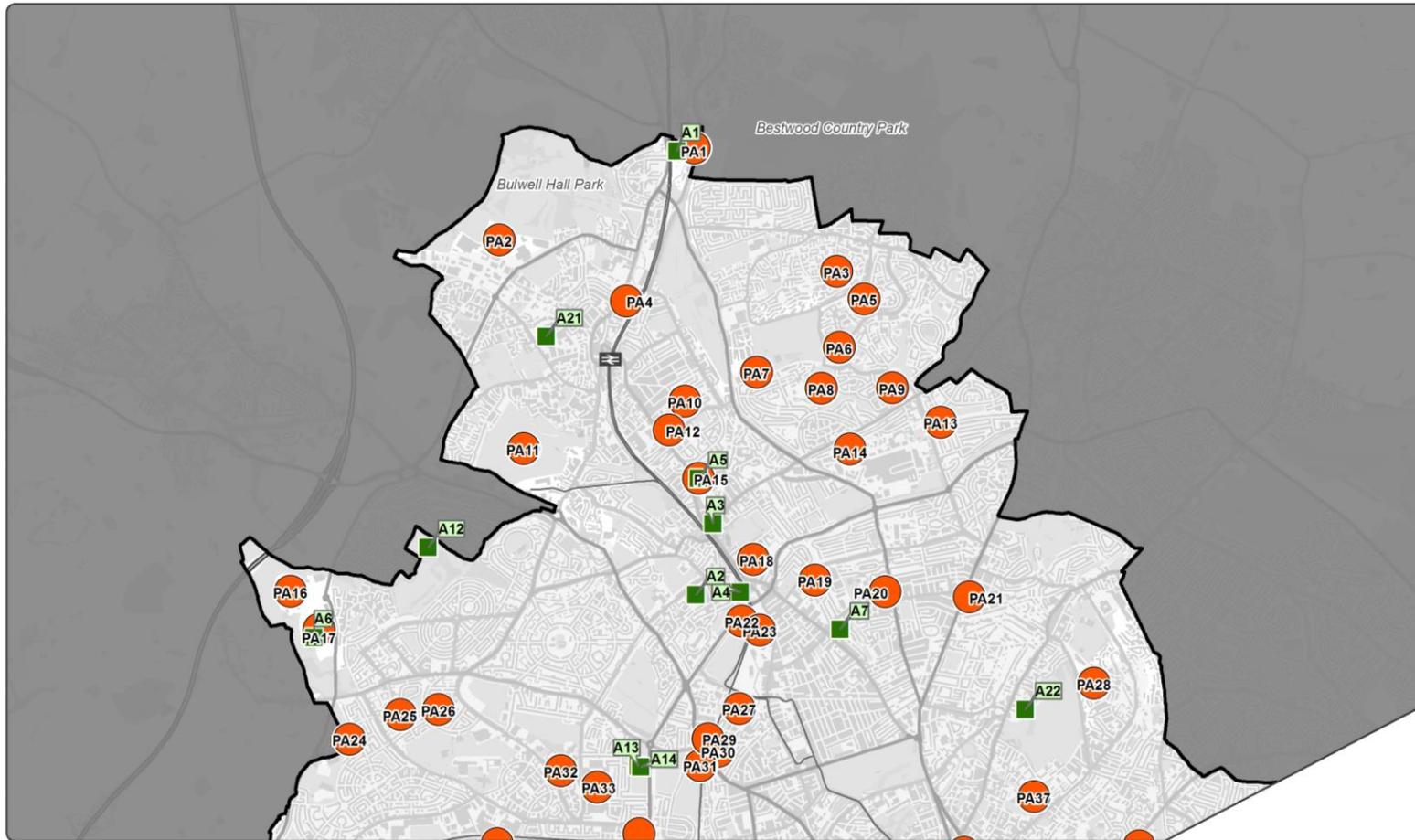
PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
		n), Hotel, Non-Residential Institution, Assembly and leisure, Trade Counter. Auxiliary uses: Financial Services, Food and Drink.						
LA75 DS47	Waterside – Trent Lane (Park Yacht Club)	Residential and employment	2	More and less	n			
LA77 DS92	Wilkinson Street (Former PZ Cussons)	Residential / open space	3	more	y	Redevelopment would assist in regeneration of the area. Site has previously received planning permission and is previously developed	The FRA produced for the existing planning consent should be taken into account.	Y - via planning application process
PA74 LA13	Southside Arkwright	Offices, light industry/resear	2&3	More and Less	Y	Redevelopment would assist in	Where possible, the	Y - via planning application

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
DS63	Street East	ch & residential (C3), non-residential institution (D1). Auxiliary ground floor uses could include small scale retail (A1, A2, A3).				regeneration of the area. Site is previously developed and is within an identified regeneration area.	more sensitive uses should be steered away from areas of highest flood risk	process
PA73 LA17 DS65	Sheriffs Way/ Arkwright Street	Offices (B1a) offices/light industry/research & development (B1) to south. Potential secondary uses - residential (C3), hotel (C1). Auxiliary uses: small scale retail (A1), financial	2	More and Less	N	Redevelopment would assist in regeneration of the area. Site is previously developed and is within an identified regeneration area.	Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
		services (A2), food & drink (A3)						
PA72 LA20 DS69	Waterway Street	Offices/light industry/research & development (B1), residential (C3), student accommodation (Sui Generis), hotel (C1), non-residential institution (D1), assembly & leisure (D2). Auxiliary uses could include small scale retail (A1, A2, A3)	2 & 3	More and Less	Y	Redevelopment would assist in regeneration of the area. Site is previously developed and is within an identified regeneration area.	Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process
PA46 LA29	Derby Road - Former	Residential	2	More	N	Brownfield Site close to good	Where possible, the	Y - via planning application

PO Ref	Site Name	Use	Flood Zone	Vulnerability of Use	Exception Test (y/n)	Wider Sustainability Benefits	Site Specific Requirements	Potential to reduce Flood Risk/ Vulnerability via layout and density?
DS80	Hillside Club (Western Club)					public transport services.	more sensitive uses should be steered away from areas of highest flood risk	process
PA68 LA15 DS59	Island Site	Offices/high tech, light industry/research & development warehouse (B1, B8), residential (C3) and retail (A1, A2, A3), leisure (D2), hotel (C1), conference use (D1) delivered as integral part of mixed use scheme.	2	More and less	n		Where possible, the more sensitive uses should be steered away from areas of highest flood risk	Y - via planning application process

Appendix 5: Location Plans of all Sites
North Plan (1 of 3)



Key

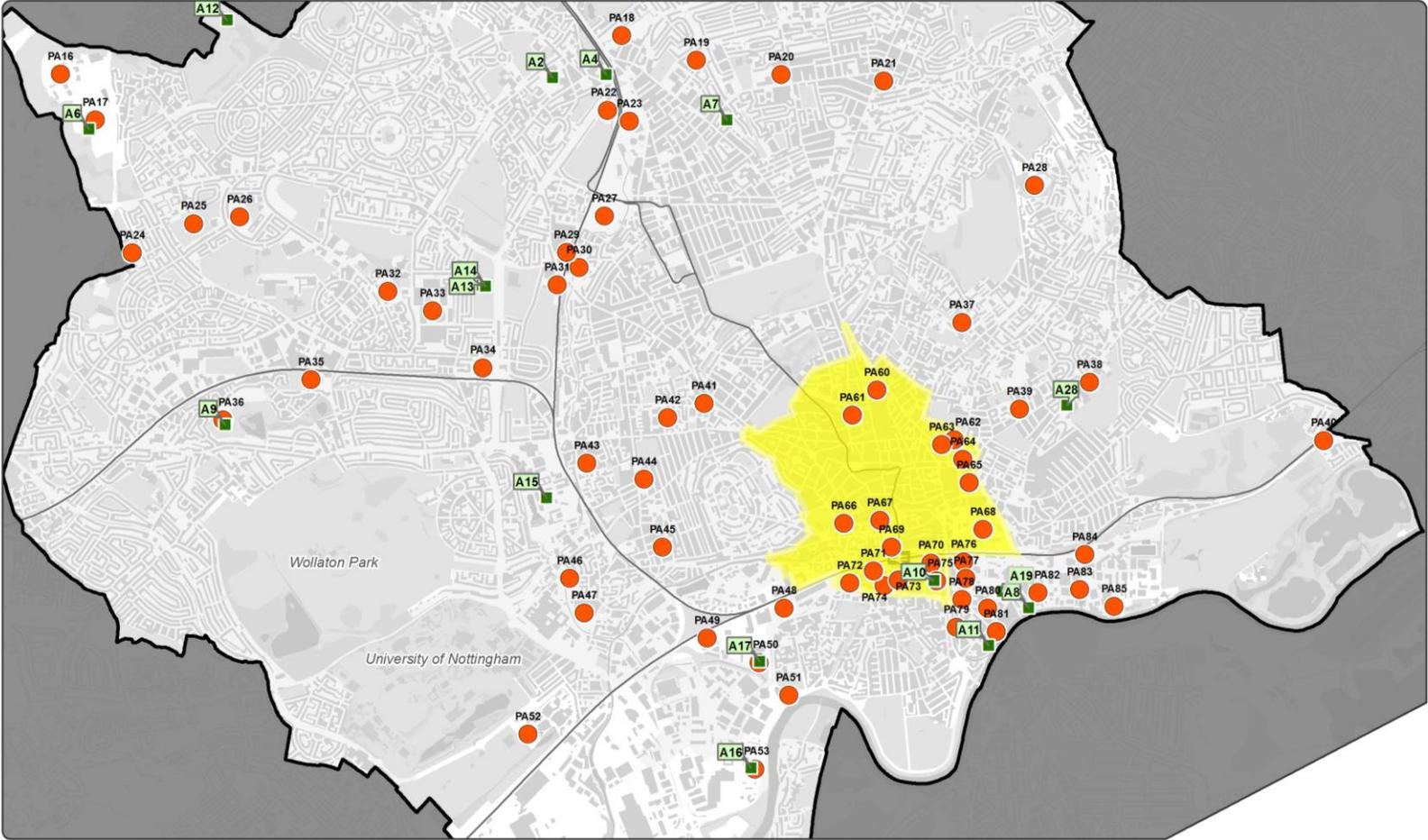
-  Sites Not Taken Forward
-  LAPP Sites
-  City Boundary

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Meters
0 330 660 1,320



Central Plan (2 of 3)



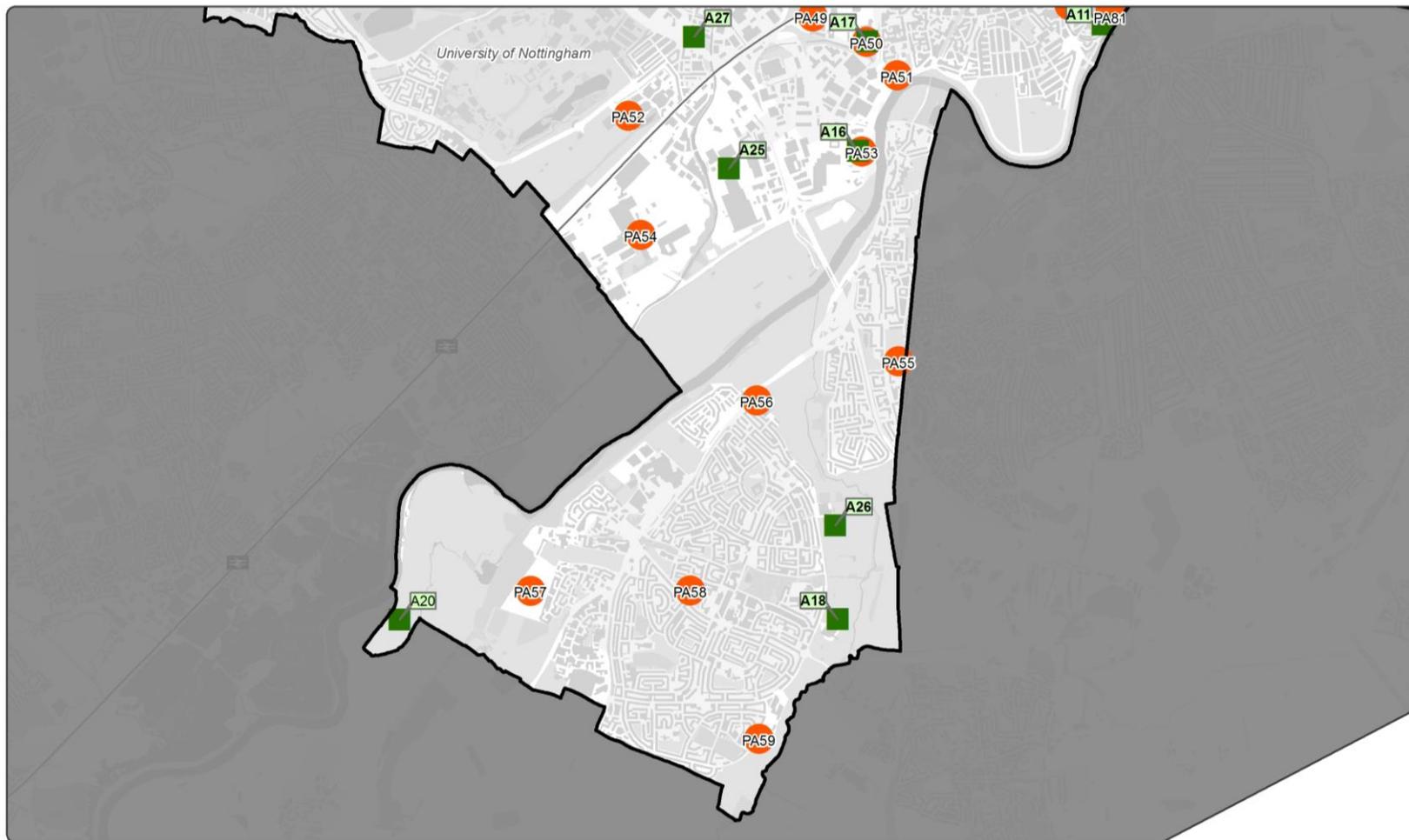
Key

- Sites Not Taken Forward
- City Boundary
- LAPP Sites
- City Centre

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South Plan (3 of 3)



Key

-  Sites Not Taken Forward
-  LAPP Sites
-  City Boundary

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