

SUPPLEMENTARY PLANNING DOCUMENT

Island Site Nottingham



April 2016

Draft Supplementary Planning Document

Quick guide to the Island Site Supplementary Planning Document:

This document provides guidance to inform development proposals for the Island site. The document supplements policies 2, 4, 5, 7, 8, 11 and 17 of the Nottingham City Aligned Core Strategy (2014) and policies MU5, E2, T14.3, NE2 and NE4 of the Saved Nottingham Local Plan (2005). The document is also in alignment with policies RE2, RE3 and site allocation PA68 of the emerging Local Plan Part 2.

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1. FOREWORD

I am delighted to endorse this Supplementary Planning Document which provides guidance to developers in bringing forward one of the City's key development sites. The City Council is committed to securing a strong and prosperous Nottingham and the Island Site is an important element in delivering our vision for sustainable economic growth which directly benefits our citizens and supports both existing and new businesses.

Regeneration of this brownfield site to deliver new jobs, employment space and homes is a priority and I look forward to working with the development sector and public sector agencies to accelerate development on this site.

A handwritten signature in black ink, appearing to read 'J. N. Collins', with a long horizontal stroke extending to the right.

Councillor Jon Collins
Leader

2. PURPOSE AND STATUS OF THE DOCUMENT

- 2.1 This Supplementary Planning Document (SPD) has been prepared to guide development proposals for the Island site area (see Plan 1) located within the Creative and Canal Quarters of the City Centre. It builds on masterplanning work for the site prepared by URBED. The SPD sets out a vision for the area, identifies constraints and opportunities and provides guidance on the type, form and phasing of development expected on the site.
- 2.2 The SPD is supplementary to the Saved Policies of the Nottingham Local Plan (2005) and the Nottingham City Aligned Core Strategy (2014). The SPD also aligns with the emerging Publication Version Local Plan Part 2 (the Land and Planning Policies document) and replaces the Interim Eastside Planning Guidance (2004), in so far as it covers this site. The SPD conforms to the National Planning Policy Framework and is a material consideration when determining planning applications.
- 2.3 Public consultation, undertaken during February 2016, has helped to shape the SPD prior to consideration and formal adoption by the City Council's Executive Board on 19 April 2016.

3. INTRODUCTION, VISION AND KEY OUTCOMES

Introduction

- 3.1 Located within the south east of Nottingham City Centre, the SPD site covers approximately 17 hectares. It includes the largest development site in the City Centre and is a priority for regeneration (see Plan 2). The SPD area incorporates the Island Site allocation (PA68) as proposed in the emerging Local Plan Part 2 but is more extensive, and includes those areas which will be the focus for new development as well as existing buildings to which new development will need to relate.
- 3.2 The early regeneration and development of the Island Site¹ is fundamental to Nottingham's regeneration ambitions. Not only is it a prominent site in the City Centre which has laid vacant and underused for many years, it is one part of a wider jigsaw of regeneration initiatives, linking as it does the City Centre to the Waterside area, and complementing the development centred on the area between the railway station and the Broadmarsh Centre, known as the Southern Gateway.
- 3.3 Development in the Southern Gateway is progressing well, with the Midland Hub Station redevelopment completed, planning permission in place for the Broadmarsh redevelopment and Unity Square, and development has commenced at Trent Basin in the Waterside. In due course these will be complemented by improvements to the Broadmarsh Car Park, development at Carrington Street, and at the College site on Maid Marian Way. These developments will be accompanied by a comprehensive package of transport improvements.
- 3.4 These developments, together with the development of the Island Site itself, are the major building blocks which will complete the regeneration and transformation of the southern part of the City Centre.
- 3.5 The section below sets out the vision which underpins the guidance for the future development of the Island Site. The vision is in line with the Local Plan Part 1 (the Core Strategy) and the emerging Local Plan Part 2 (the Land and Planning Policies document) which will be submitted to the Secretary of State towards the end of 2016.

¹ Generally references in the text to 'Island Site' refers to the area of land as proposed in the Land and Planning Policies Document site allocation – PA68 Canal Quarter Island Site.

Vision

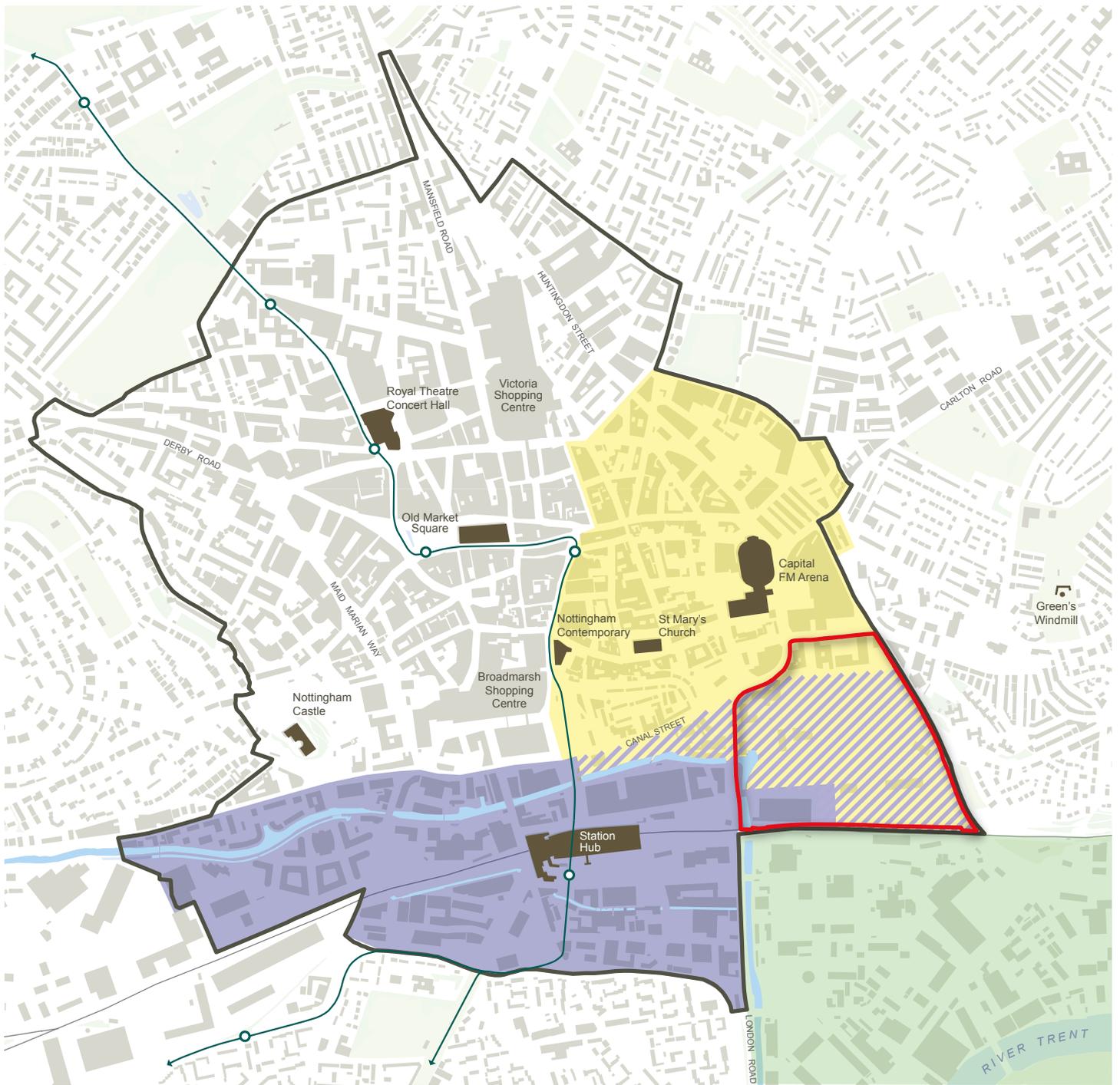
- 3.6 The site will be developed as a new urban business and residential community within the City's Creative and Canal Quarters, a safe, attractive, high quality and mixed neighbourhood, with its own identity and character.
- 3.7 The economic development of the site will contribute significantly to the economic growth of the City, facilitating economic change and providing for the further expansion of the life sciences cluster centred on BioCity, complementing the City's Science City designation. New office space will help to address the City's identified shortage of Grade A office space, and provide a first class business location for indigenous and inward investing companies alike.
- 3.8 A new urban neighbourhood will provide a great place to live, with all the benefits of City living combined with a unique setting. There will be a variety of high quality housing attractive to a wide range of households, which is well related to new public realm and open space. This neighbourhood will be well connected to the network of routes within and beyond the site, especially to the City Centre, Waterside and communities of Sneinton and St Ann's.
- 3.9 Supporting and complementary services, in the form of new shops, leisure and community services, business spaces and car parking will serve the new residents and workers, as well as the surrounding neighbourhoods.
- 3.10 The existing heritage assets of the Great Northern Warehouse and the adjacent James Alexander Warehouse will benefit from new uses which could potentially include incubator space, cultural uses or a residential conversion. If viable, these new uses will secure their future, whilst new development will enhance their settings, as well as the settings of other heritage assets such as the canal and the Low Level Station (Virgin Active health club). The development will respond positively to its wider historic context, including the Station Conservation Area.
- 3.11 The less prominent south eastern part of the site will accommodate lower density development more in keeping with its location, which could include a new secondary school, or light industry and warehousing.
- 3.12 Key to the success of the new urban neighbourhood will be the creation of high quality public realm, both in the form of the streets and routes themselves, but also the provision of multi-purpose open spaces and Green Infrastructure which serves the area and the wider City, and provides attractive flood risk mitigation solutions, as well as providing an appropriate high quality setting for the new development proposed.

- 3.13 A network of new and improved streets, cycle paths and footpaths will reconnect the Island Site to surrounding communities, especially Sneinton, the City Centre, and the development proposed for the Waterside area, as well as the Nottingham Station Hub. These complement and integrate with the Connecting Eastside and Broadmarsh transport improvements. The canal will provide a key sustainable route to and from the site, providing the primary link to the new communities at the Waterside in particular. Accessibility by walking, cycling, bus, tram and rail will be maximised, and private cars will be catered for in a way appropriate to the highly accessible nature of the site, whilst acknowledging the accessibility needs of new and existing businesses and residents.
- 3.14 Overall, the new development will have sustainability at its heart, being a mixed use neighbourhood, incorporating innovative design and construction techniques to reduce energy use, being highly accessible, adopting sustainable drainage systems and other measures to mitigate impact on water resources, and incorporating Green Infrastructure which includes biodiversity enhancement.

Key Outcomes

- 3.15 Early regeneration and accelerated development that leads to:
- An aspiration for 66,000 sqm of new office floorspace, and a minimum of 45,000 sqm (Gross External Area);
 - Between 500 and 650 new homes, provided that the aspirations for maximising office floorspace are realised;
 - Residential and economic development to be delivered in tandem;
 - Further expansion space for biosciences;
 - Retail, leisure and community uses to complement the residential and employment offer;
 - New uses for the Great Northern Warehouse and adjacent James Alexander Warehouse;
 - New streets and routes;
 - High quality new open space and public realm;
 - Provision of parking appropriate to the scale, layout and design of new development.

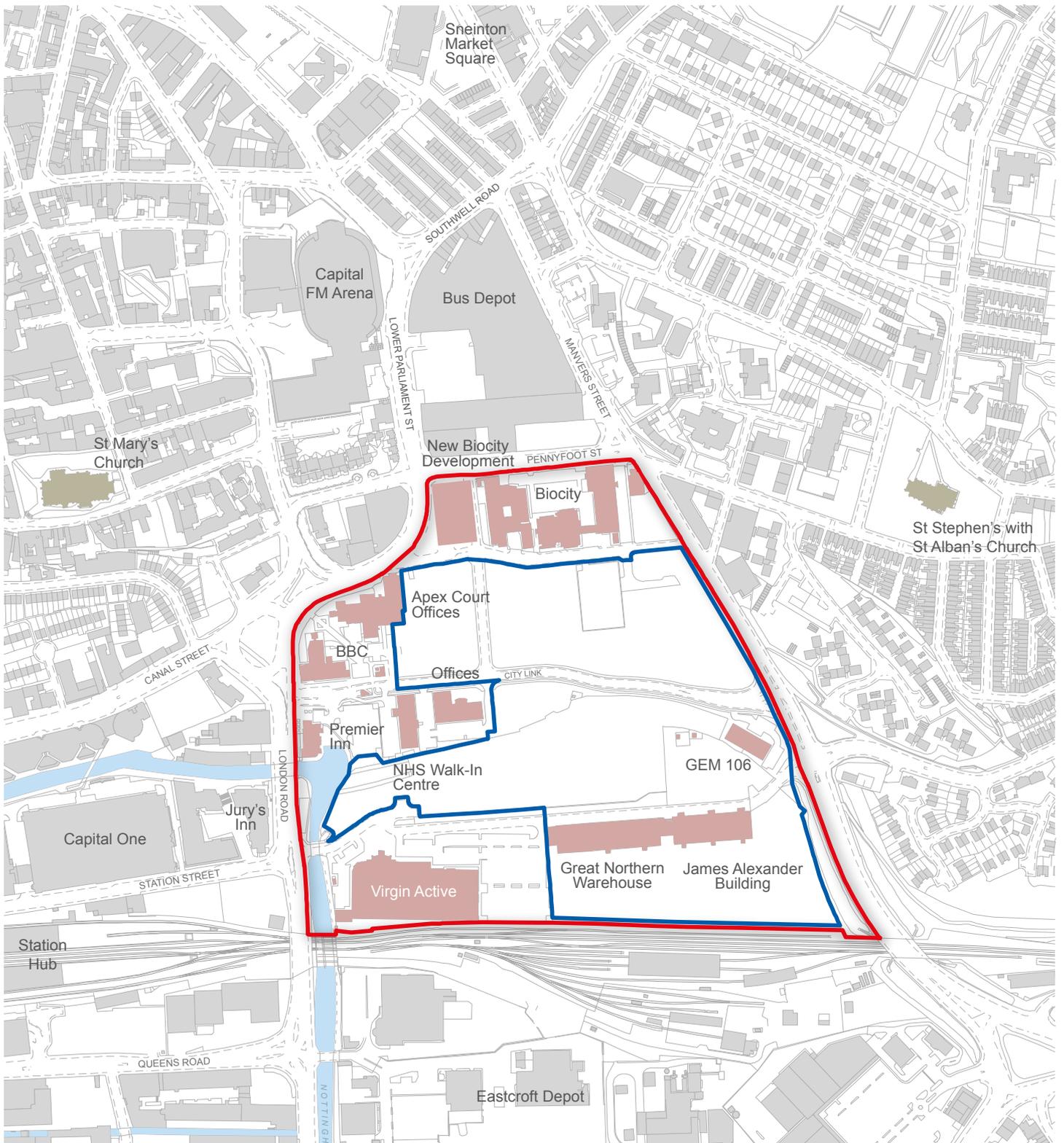
Plan 1 Site Context



- SPD Site Boundary
- City Centre Boundary
- NET Line
- Creative Quarter
- Canal Quarter
- Waterside
- Creative Quarter/
Canal Quarter overlap
- Landmarks



Plan 2 Site Location Plan



 SPD Site Boundary

 Local Plan Part 2 Proposed Allocation

 Existing Site Buildings

 Landmarks



4. THE NEED FOR CHANGE

Realising the Potential

- 4.1 The Island Site allocation has for too long been a missed opportunity for Nottingham. This is in spite of the City Council's pro-active actions to facilitate development by selling the land to developers, undertaking remediation on the site, and investing in significant infrastructure in and around the site.
- 4.2 However, it is understood the site is up for sale and with a new Local Plan in preparation, this SPD provides the opportunity for the Island Site to realise its full potential.
- 4.3 The long term ambition of the City Council to achieve development on the site dates back to 1991, when the site was designated as a "Flagship Project" by the City Challenge programme.
- 4.4 At the same time, Boots (owner of part of the site at the time), prepared proposals for a mixed use scheme including a World Trade Centre, offices and hotel, some residential development and restaurants, centred on a marina. Other parts of the site were proposed for use as a transport museum, then as a site for a multiscreen cinema, and later still, as car showrooms.
- 4.5 The site was bought from Boots by the City Council in 1994 (excluding the central area of the former gas works), who sold it shortly thereafter to Simons, with the intention of achieving early development. The City also acquired the Railway Lands to the south and east of the site. A masterplan was approved, involving largely offices and some workshops, and the site was remediated using public funding.
- 4.6 The Warehouses were subsequently sold to an antique dealership with the intention of seeing them repaired. However, no significant repairs were undertaken, and the Warehouses were subsequently damaged by fires. The Low Level Station was sold to Simons, and in 1999 was converted to a successful health club, which is still in occupation.
- 4.7 Simons undertook some piecemeal development at the western end of the site throughout the late 1990s. This comprised 3 to 4 storey pavilion offices, a taller hotel, and an NHS Walk-In centre. Another development at the eastern edge of the site houses GEM FM.
- 4.8 In 2003 the Simons' interest was acquired by developers Eastside and City, who started assembling the remaining land. Prior to this Nottingham Regeneration Ltd (a public/private sector partnership regeneration organisation) commissioned Lathams (an architectural practice) to produce a Spatial Framework Plan for the Eastside Regeneration Zone, which included the Island Site.

- 4.9 An application was submitted by Eastside and City in 2004 for a mixed use project designed by Hopkins Architects, comprising 131,000 sqm of offices, 123,000 sqm of apartments, and 16,000 sqm of retail and leisure. Consent was granted in 2008.
- 4.10 In the light of the changed economic outlook brought about by the recession, Heathcote Holdings Ltd (successors to Eastside and City) granted an option to Tesco to build a large superstore at the eastern end of the site. This application was subsequently withdrawn in 2011, and the Eastside and City planning application expired. Since 2011 there has been very little activity on the site, until Heathcote Holdings Ltd offered the site for sale in 2014 – the outcome of which is not yet known.
- 4.11 This long period of inaction on the site has undermined the regeneration of the southern part of the City Centre, and has been a source of significant frustration to the City Council. This led to approval being given to consider the potential use of compulsory purchase powers to acquire the site, to facilitate accelerated development. However, it is now hoped that the sale of the site to a new owner will result in early development of the site, delivering the aspirations of this SPD.

Optimising the use of Brownfield Land

- 4.12 The Island Site allocation is the largest undeveloped site in the City Centre. It is a brownfield site, highly visible from transport routes into and out of the City Centre. It presents an extremely poor gateway to the south of the City Centre, an area which is seeing considerable development interest. Currently a new building is under construction accommodating the expansion of BioCity within the Island Site SPD area, and a new Fire Station is under construction on the west side of London Road. A residential scheme (Hicking Phase Two) also on the west side of London Road has planning permission, as does a student residential scheme on the south side of Queens Road, south of Nottingham Station.
- 4.13 To the south of the Island Site, masterplanning for the Council's Eastcroft site (within the Waterside area) is underway, and development at the Waterside has now commenced with a first phase of 165 dwellings at Trent Basin. There is also significant development interest elsewhere in the Waterside, for instance planning permission has recently been granted for a 95 dwelling mixed use scheme south of Meadow Lane. The City Council's aspiration is to see the new communities at the Waterside linked through to the City Centre, and the Island Site is an important part of making this connection.

- 4.14 The Island Site allocation is therefore a unique asset. It is a largely cleared site, with no planning impediments to its development. It is highly accessible, central, and of sufficient size to create its own identity, and to be attractive to a wide range of uses. Most critical is that it is a site capable of early delivery, supporting the City Council's and the D2N2 Local Enterprise Partnership's strategies in the short term, and contributing to the overall regeneration of the south of the City Centre. Its proximity to BioCity is also a significant benefit, and the site is capable of accommodating further lifescience development, building on this successful life sciences cluster. Not least, there are existing offices on the site, and significant residential development in close vicinity (eg Hicking Building) so both office and residential markets are proven.
- 4.15 Evidence from a review of the current office market (Nottingham Regeneration Limited, 2015) paints a generally optimistic view of prospects for office development in the City, albeit rental levels are still somewhat below the level required to support speculative schemes. Although it points to a significant pipeline of unimplemented or lapsed planning consents, it estimates that 800,000 sqft (74,300 sqm) is likely to be delivered over the next 5 years, including development at the Island Site over that period. It also notes that a significant level of vacant office floorspace in the City Centre is largely poor quality grade C space.

Delivering the Nottingham City Growth Strategy

- 4.16 The strategy for developing and growing Nottingham's economy is set out in a number of documents, but of principal importance are the Nottingham Growth Plan 2012², the Nottingham City Deal 2012³, and the D2N2 Local Economic Partnership's Strategic Economic Plan, 2013⁴ (D2N2 SEP).
- 4.17 The strategy seeks to increase the resilience and prosperity of Nottingham's economy by re-adjusting its balance, particularly building on its historic strengths as a centre for manufacturing excellence and enterprise. This will diversify the economy away from a current over-emphasis on services, particularly public sector services. Three high value sectors where Nottingham has natural strengths have been highlighted as showing particular growth potential, namely businesses specialising in digital content, life sciences and clean technology.
- 4.18 Success for these industries will create a more vibrant economy, benefiting other sectors, such as professional services (particularly property and the construction industry) and will provide a further boost for Nottingham's strong service sector in general.

² www.nottinghamcity.gov.uk/static/nottinghamgrowthplan

³ <https://www.gov.uk/government/publications/city-deals-wave-1>

⁴ www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf

- 4.19 The Island Site and the Creative Quarter are integral parts of delivering this strategy. The Creative Quarter was first proposed through the Nottingham Growth Plan and is an integral part of the Nottingham City Deal, 2012. It contains many of Nottingham's emerging growth sectors, and it is where new creative businesses are being encouraged to locate to create a high value clustering effect. The City Deal proposed a package of investment funds to enable businesses in the Creative Quarter to grow, and envisages that the Creative Quarter has the potential to become a powerhouse of business growth and economic development in Nottingham, creating jobs at every level and providing the catalyst for Nottingham's drive towards a new economy. The Island Site, as the largest redevelopment opportunity in the Creative Quarter has a key role to play in achieving these aims, benefiting from its location within the Quarter.
- 4.20 The D2N2 Strategic Economic Plan (SEP) sets out proposals for raising growth rates in the area, creating increased prosperity and higher levels of employment. The D2N2 SEP provides an overarching framework for the use of funding from various streams including the Local Growth Fund, European Structural Investment funds, the Growing Places Fund and the Regional Growth Fund. It is therefore of great importance for the allocation of public sector funding, including that for investment in infrastructure and development.
- 4.21 The SEP sets out strategic priorities where it will invest, and these include Infrastructure for Economic Growth, and Housing and Regeneration, both of which are of direct relevance to the Island Site. The SEP's priority sectors include life sciences and creative industries, also of direct relevance to the Island Site. Its overall target is for an additional 55,000 private sector jobs by 2023 across the D2N2 area and to achieve this it envisages creating sites and premises that will allow indigenous businesses to grow as well as attracting inward investors from across the world, and ensuring the appropriate mix of housing for economic growth.
- 4.22 The SEP identifies four Priority Actions, these include "Innovation-Led Growth Leveraging our key Original Equipment Manufacturers and their Supply Chains". The Creative Quarter is included under this priority (SEP page 16):

"As the flagship Nottingham City Deal project, the Creative Quarter supports D2N2's priority sectors of creative industries and life sciences. This programme involves the expansion of BioCity, the provision of workspace to expand premises for new business, together with the refurbishment and upgrading of vacant properties. In conjunction with removing barriers to developing the Island Site these initiatives will create a dynamic environment where new and existing innovative business will prosper. The Creative Quarter is already starting to

flourish as a creative industries cluster, this will enable it to realise its full potential.”

- 4.23 The D2N2 SEP also identifies the Island Site as a Strategic Package under the Infrastructure for Economic Growth Priority Action “Growing Greater Nottingham” (SEP page 73):

“Focused on the city centre as a key engine of economic growth, the city’s strategic east-west corridor and key employment and housing sites across the conurbation.

- Nottingham City Centre – focused on infrastructure to unlock strategic extensions of the city centre. This includes ... the strategic Island site on the south east corner...”

- 4.24 It is clear that the economic strategy covering both the D2N2 area and the City rely on the early redevelopment of the Island Site allocation as a key part of the proposals for the economic development of the City, and in particular of the Creative Quarter.
- 4.25 Both the City-wide and site specific elements of these strategies are reflected and developed in the Local Plan (see section 5).
- 4.26 The Core Strategy (Part 1 of the Local Plan) includes the Eastside Regeneration Zone as a strategic location (Policy 2) and a regeneration priority (Policy 7). Policy 2 and Policy 4 set out the City’s housing and employment provision for 2011 to 2028, and the emerging Local Plan Part 2 (Land and Planning Policies document) includes the Creative Quarter and the Canal Quarter, and allocates the Island Site (PA68) for mixed use development. Appendices 3, 4 and 5 of the LAPP provide more detail of the level of housing, employment and retail provision anticipated to be provided through the development of the site.
- 4.27 The conclusion is that the development of the Island Site allocation has stalled for many years in spite of its development being a D2N2 and local priority to meet economic growth plans. Its early development will repair a part of the City Centre in need of regeneration, and also benefit other regeneration priorities in the south of the City Centre with which it shares close inter-relationships.

The Need for Employment

- 4.28 The majority of employment provision on the Island Site allocation is envisaged to be offices, and research and development use, but some of the less prominent parts of the site may be appropriate for light industrial uses (all within Use Class B1).
- 4.29 The Core Strategy sets out a provision of a minimum of 253,000 square metres of office and research space to be provided in

Nottingham City between 2011 and 2028, and for there to be a minimum of five years supply of floorspace available at all times. This has been endorsed by recent evidence in the form of the Employment Land Forecasting Study, 2015, prepared by Nathaniel Litchfield & Partners.

- 4.30 In conformity with the Core Strategy, the Local Plan Part 2 (Land and Planning Policies document) provides for this level of floorspace. The Employment Land Forecasting Study used a standard methodology which looked at the projected growth in economic sectors and from these calculated the numbers of new jobs in different sectors. Land use requirements up to 2033 have been derived from this study for offices (in square metres) and industrial and warehousing (in hectares). The Study also provides figures to 2028 to tie in with the Local Plan Part 2 plan period and it develops 3 scenarios:-

Scenario 1: Experian Baseline, which uses the Experian econometric projections to predict requirements based on past trends, ie projecting forward what has happened in the past. It therefore takes account of past policy interventions.

Scenario 2: Job Growth, Policy On, which reflects the D2N2 SEP and its target of 55,000 new jobs by 2023.

Scenario 3: Labour Supply, this considers how many jobs would be needed to broadly match forecast growth of resident workforce of the area.

- 4.31 The Local Plan Part 2 Employment and the Economy Background Paper, 2015 explains that as the Study's "Policy On" scenario is based on the D2N2 Local Enterprise Partnership's Strategic Economic Plan (2013), Nottingham City Council and the other councils within the Housing Market Area⁵ (HMA) consider that this is the most appropriate scenario to plan for in their Part 2 Local Plans.
- 4.32 Under this scenario, the study recommends an office floorspace provision of 495,793 sqm (Gross External Area) across the Housing Market as a whole, up to 2033. As the Core Strategies covering the HMA all have an end date of 2028, the study also gives an HMA figure up to 2028 of 404,069 sqm.
- 4.33 The study builds this total from figures amalgamated from the individual council areas, but the study acknowledges that the need for office and industrial/warehousing space should be considered on an HMA-wide basis and the distribution between the constituent authorities should

⁵ The Nottingham Core Housing Market Area is made up of the geographic areas of Nottingham City Council, Broxtowe, Erewash, Gedling and Rushcliffe Borough Councils

have regard to the strategy of urban regeneration and the strategic priorities and locations set out in the 2014 Aligned Core Strategy.

- 4.34 The Local Plan Part 2 Employment and the Economy Background Paper (appendix 1) explains the approach taken across the HMA, and confirms the City's share of office floorspace as 253,000 sqm, Gross External Area (GEA). (This equates to 246,700 sqm Gross Internal Area (GIA), which is used for Local Plan monitoring purposes.)
- 4.35 The Island Site is anticipated to contribute a minimum of 45,000 sqm, with an aspiration of up to 66,000 sqm (GEA) of new office space. This is an important contribution to the total required, with the upper end of the range representing more than a quarter of the City's Local Plan provision. It is therefore vital that new office provision is brought forward early in the redevelopment of the Island Site, to ensure its contribution to meeting the economic development aims of the City Council.

Providing Appropriate Business Space

- 4.36 There is an acknowledged shortage of grade A offices in Nottingham City, (Employment Land Forecasting Study 2015). The Employment Forecasting Study notes (paragraph 4.25):

"There is a clear relationship between the quality of the office stock and its likely occupancy – grade A office space tends to be occupied very quickly whilst secondary office space is more likely to remain vacant. Moreover, the availability of high quality office space is limited. For instance, for both the City Centre and out-of-town markets, only 133,000 sqft of almost 2 million sqft of total office stock (as of 2014) is grade A office space, representing less than 7% of total stock."

- 4.37 The Study goes on to note at paragraph 4.61 that:

"There is a gap between the strong demand for high quality Grade A office premises in Nottingham City Centre and the lack of supply for these spaces."

- 4.38 It further notes at paragraph 4.65 that:

"Agents remained optimistic regarding the future demand for Grade A office units in Nottingham City Centre and areas close to strategic transport locations..."

- 4.39 The Local Plan office provision of 253,000 sqm (GEA) equates to annual completions of 14,880 sqm. Although this is significantly above completions achieved in recent years, this period has been heavily influenced by the recession. Pre-recession take up was much stronger, with two out of three years being above this figure.

Table 1: Office completions in Nottingham City

Year	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14
sqm (GIA)	14,630	8,440	14,690	0	9,230	0	330	8,870	0
sqm (GEA)	14,990	8,650	15,060	0	9,460	0	340	9,090	0

Source: Employment Land Forecasting Study, 2015

4.40 It is recognised that if the Local Plan provision figures are to be met, future completions will also have to make up the shortfall in completions since 2011/12 brought about by the recession. However, average annual past completions cannot be taken as an indicator of future completions or take up, partly because the economy is now moving out of recession, but also because the econometric modelling undertaken for the Employment Land Forecasting Study “Policy On” scenario is based on a sub-regionally agreed strategy (see above), the implementation of which is being reflected in all the Local Plans across the HMA. It should be noted that the “Policy On” scenario is based on the various programmed SEP projects, which are then mapped to standard industrial sectors, rather than the alternative approach of applying an arbitrary uplift to priority standard industrial sectors. The approach is set out in paragraphs 5.32 to 5.46 of the Study, and is considered to be an appropriate and robust methodology.

4.41 The Island Site allocation is already home to a range of office users, including the BBC, Department for Business Innovation and Skills, Homes and Community Agency and other public sector occupants. GEM FM are located on the eastern boundary of the site. The Island Site allocation is therefore a proven office location. In addition, BioCity is located next to the allocated site, and is currently developing a further 4,650 sqm adjacent to the site. BioCity has the potential for further expansion, with a requirement for an additional 4,200 sqm in the next five years. The Island Site itself is the logical location for further phases. The City Centre also lacks alternative suitable sites for large scale relocation or inward investment. The Island Site is excellently located and immediately available for this scale of development.

Delivering Other Business Uses

4.42 The area to the south of the Island Site, amounting to approximately 2.3 hectares south of the warehouses and abutting the railway sidings, is significantly less prominent than the remainder of the site, and also has a different character, partly due to the adjoining uses. This area may be more suitable for other types of business use, such as light industry, trade warehouses, or small scale storage and distribution. It

may also be suitable for one-off uses, such as a single large inward investor, or a depot type use.

- 4.43 The retention of the Great Northern and James Alexander Warehouses is highly desirable, and they may lend themselves to a variety of uses, subject to viability and available funding streams. In recognition of the particular viability challenges facing the redevelopment and re-use of these two buildings, no specific use is proposed through this SPD. Instead a flexible approach is adopted, to enable development to respond to circumstances at the time of their development. However, they may suit conversion to workspace, or a single one off user such as a museum or other cultural opportunity.

The Need for Housing

- 4.44 In common with many areas, housing delivery has lagged behind need since the recession, and increasing delivery is a key priority, both locally and nationally.
- 4.45 The Core Strategy includes a requirement of a minimum of 17,150 new homes to be provided between 2011 to 2028, as Nottingham City's share of the Nottingham Core Housing Market Area's objectively assessed housing need (Nottingham Core Housing Market Area also includes Broxtowe Borough, Erewash Borough, Gedling Borough and Rushcliffe Borough). By April 2015 some 2,706 homes had been completed, leaving a minimum of 14,400 to be delivered between 2015 and 2028. This level of completions is in line with the expectations of the Core Strategy, which envisaged a lower level of completions in the early part of the plan period, increasing in later years to make up for the lower delivery in early years.
- 4.46 In order to provide the flexibility required for delivery of a large site such as the Island Site, it is envisaged that development will be completed in phases over a number of years. Development of the site will need to respond to changing market conditions, so this SPD provides for a range of between 500 and 650 homes to be provided (see also Local Plan Part 2 Appendix 3). The lower end of this range corresponds to the aspiration for the site providing up to 66,000 sqm of office floorspace. These levels of housing are a significant contribution to meeting the housing requirements of Nottingham City.
- 4.47 Delivery of housing on the site will boost the supply of housing in the City, catering for those who would like the advantages of City Centre living combined with a high quality environment in a new sustainable neighbourhood.

Providing Appropriate Housing Types

- 4.48 Despite the recent recession, the City Centre property market is now in full recovery, with the URBED Masterplan noting that values are now restored to pre-2007 levels. Anecdotally, the market for City Centre housing is reported to be buoyant with both sales and lettings being healthy, this is supported by evidence of steadily increasing rental levels (from Hometrack website). After a period of little interest during and immediately following the recession, there is now strong interest from developers to bring forward apartment schemes in the City Centre. There is also significant existing residential development in the vicinity of the Island Site (for example at the Hicking Building on Queen Street) so there is a proven residential market in this area.
- 4.49 It is envisaged that most or all of the housing development on the site will be in the form of flats. Core Strategy Policy 8 seeks to diversify the housing market in Nottingham, and for the City Centre it states that there should be an emphasis on flats of two or more bedrooms. The provision of houses within the development is likely to be restricted due to historic land contamination prohibiting private gardens. However, innovative family housing, for instance forming the street level frontage of larger blocks or town houses with roof gardens, may be acceptable. Specialist housing for the elderly may also be appropriate.
- 4.50 Demand for student housing in the City Centre remains buoyant, and there is emerging interest in Private Rental Sector (PRS) schemes at several locations in the City. In addition to owner occupied and PRS homes, an element of student housing may be acceptable subject to location and design.
- 4.51 Affordable housing is also a desirable part of the housing mix, assisting in diversifying tenure and household makeup in the new community. However, in recognition of the viability challenges inherent in developing the Island Site allocation, the level of contribution anticipated will be subject to the viability of the scheme as the various phases progress. An approach that assesses the options for affordable housing on each phase will therefore be adopted, taking account of Local Plan policy which seeks 20% affordable housing, and the Affordable Housing and Developer Contributions Supplementary Planning Guidance (2006). It may also be possible to involve registered providers more directly in the development of the site, facilitated by the City Council, and this could also positively address tenure and household mix.
- 4.52 The retention of the Great Northern and James Alexander Warehouses is supported, and they may lend themselves to a variety of uses, subject to viability and possible funding streams. Should residential development be proposed, this will be subject to satisfactory residential amenity, taking account of the final mix of uses proposed to the south

of the warehouses. (See sections on Other Business Uses and Delivering Supporting Uses - above and below).

Delivering Supporting Uses

- 4.53 Development proposals for the Island Site need to be sustainable, so should include a mix of ancillary or smaller scale uses to ensure the new business and residential community is a location of choice, supported by a range of facilities that such a community would expect.
- 4.54 Given the proximity and accessibility of the City Centre, large retail stores are not considered appropriate. The development will need to complement rather than compete with the City Centre retail core, so smaller scale retail facilities will be required (totalling 3,000 to 4,500 sqm GIA, see appendix 5 of the LAPP). These should be provided in a range of unit sizes appropriate to serving the new community, and include other facilities, such as services, leisure, cafes and bars. These types of uses will assist in animating the ground floor frontages of the main blocks, and provide footfall to the squares and other open spaces proposed.
- 4.55 There is also scope for community and cultural uses to the south of the site. Subject to funding, there may be opportunities for the Island Site to make provision for additional secondary school facilities in this part of the City – close to the communities of Sneinton and St Ann’s but capable of serving the whole city which will help to meet an identified shortfall of secondary school places.

Imperative of Early Development

- 4.56 The importance of the Island Site in meeting the future needs and aspirations of the City, and the long history of false starts and stalled development on the site, has resulted in it being a wasted asset for many years. This is a key site in meeting the City Council’s key employment and housing targets over the Local Plan period, and it is important that development begins as soon as possible. This SPD is intended to provide guidance and certainty to allow development to proceed swiftly.
- 4.57 The site is important in supporting both the delivery of significant re-generation, economic development and housing objectives. As a result, and because the provision of new homes currently offers a more attractive rate of return than that for office development, it is essential to ensure that there is a balanced and phased approach to the development of the Island Site. This means that early delivery of homes should be accompanied by the delivery of office floorspace. This matter is considered further in the Implementation section, below.

5. NATIONAL AND LOCAL POLICY AND PLANNING CONTEXT

National Planning Policy Framework

- 5.1 The National Planning Policy Framework (NPPF) sets out that Local Authorities should positively seek opportunities to meet the development needs of their area and proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs (see paragraphs 14 and 17 of the NPPF).
- 5.2 In addition to Development Plans, Supplementary Planning Documents may be prepared where they can help applicants make successful applications or aid infrastructure delivery.
- 5.3 In bringing forward sustainable growth, the NPPF highlights the importance of high quality design, good standards of amenity and the protection and enhancement of heritage assets.

Fixing the Foundations

- 5.4 Government is committed to the acceleration of housing delivery and measures to support economic growth. In its 'Fixing the Foundations' report (July 2015), the Government confirmed its continued commitment to raising productivity with a focus on economic capital, infrastructure, skills and knowledge and measures to increase house building. The report identifies areas around commuter transport hubs as having significant potential for new homes.

Local Policy Context

Local Plan Part 1 - Nottingham Aligned Core Strategy (Adopted September 2014)

- 5.5 The Nottingham City Aligned Core Strategy includes a suite of strategic policies to successfully deliver sustainable development in the City to 2028. The Core Strategy very clearly follows a strategy of urban concentration and regeneration to maximise development on the most accessible and less environmentally harmful sites. The most sustainable location for growth is the City Centre – with its comprehensive range of services, attractions, existing business clusters and excellent public transport networks.
- 5.6 The Core Strategy includes three regeneration zones within and close to the City Centre. The area covered by the SPD falls within the boundary of the Eastside Regeneration Zone which is identified as a strategic location for growth.

5.7 Whilst the Core Strategy policies are cross cutting and will apply to this site in varying degrees, the following policies are directly relevant to the SPD area:

- Policy 2 (Spatial Strategy)
- Policy 4 (Employment Provision and Economic Development)
- Policy 5 (Nottingham City Centre)
- Policy 7 (Regeneration)
- Policy 8 (Housing Size, Mix and Choice)
- Policy 11 (Historic Environment)
- Policy 17 (Bio-diversity)

5.8 Policies 2, 4 and 7 are particularly important to this site. Policy 2 (part 4) of the Core Strategy recognises the importance of providing new employment opportunities in the most sustainable locations and states:

Significant new employment development will take place in the following areas:

- a) *Boots* & Severn Trent site, in Broxtowe;*
- b) *Land in the vicinity of the proposed HS2 station at Toton, in Broxtowe;*
- c) *Top Wighay Farm#, in Gedling;*
- d) *Teal Close#, in Gedling;*
- e) *Gedling Colliery/Chase Farm*, in Gedling;*
- f) *Boots* site, in Nottingham City;*
- g) *Southside* Regeneration Zone, in Nottingham City;*
- h) *Eastside Regeneration Zone*, in Nottingham City; and*
- i) *Eastcroft area of the Waterside Regeneration Zone*, in Nottingham City.*

(* denotes Strategic Location, # denotes Strategic Allocation as defined in the Core Strategy)

5.9 In recognition of the City Centre's obvious attraction as the primary business location in the conurbation, Policy 4 of the Core Strategy promotes the City Centre as the primary location for new offices including the Eastside Regeneration Zone. The Policy seeks to strengthen and diversify the local economy through the provision of new floorspace and providing a range of accessible sites which are attractive to the market, particularly where these sites will assist regeneration. Particular emphasis is placed on supporting the science and knowledge based economy.

5.10 Policy 7 'Regeneration' sets out strategic regeneration priorities for the City. The policy states that:

Eastside Regeneration Zone will be a focus for major residential and employment led mixed use regeneration and redevelopment across a number of key sites, supported by complementary hotel, conference

centre and retail development, sports and leisure, education, and new public open space. The improvement of east – west links and better connections with the existing central core will be required.

- 5.11 The Justification Text goes on to explain that given the economic circumstances, the approach taken in Part 2 Local Plans is likely to emphasise the development of key sites which capitalise on both locational advantages regarding proximity to the City Centre and ease of access to renewable energy networks.
- 5.12 In terms of housing delivery, Policies 2 and 8 are directly relevant. Policy 2 'The Spatial Strategy' sets out the quantum of housing required over the plan period and a policy of urban concentration. Policy 8 'Housing Size, Mix and Choice' sets out the need for a variety of house types and tenures across the City which are sustainably located and designed. The policy sets out a requirement for 20% affordable housing on new residential schemes.

Saved Nottingham Local Plan - 2005

- 5.13 The Nottingham Local Plan is partly replaced by the Core Strategy. However the following policies are 'saved' until replaced by the emerging Local Plan Part 2.
- Policy MU5 (Eastside Regeneration Zone – Mixed Use Site)
 - Policy E2 (E2.5, E2.7 and E2.10, which allocate parts of the site for a variety of employment uses, with the area between City Link and Poplar Street restricted to B1 uses)
 - Policy T14.3 (Eastside regeneration Area)
 - Policy NE2 (Nature Conservation)
 - Policy NE4 (Biological or Geological Sites of Importance for Nature Conservation)
- 5.14 Policy BE9 (demolition of a listed building), Policy BE10 (Development within the Curtilage or Affecting the Setting of a Listed Building) and Policy BE11 (Alterations and Extensions to a listed building) are also relevant.

Nottingham Local Plan Proposals Map

- 5.15 The Saved Local Plan Proposals Map allocates four sites within the proposed Island Site SPD boundary:
- 5.16 Sites E2.5 (Manvers Street Goods Yard) and E2.7 (Site east of Great Northern Close) are allocated for industrial development/expansion and restructuring for B1, B2 or B8 uses. Site E2.10 (Island Site) is allocated for B1 only.
- 5.17 Policy MU5 supports mixed use proposals at six sites within the Eastside Regeneration Zone. Site MU5.6 (between Pennyfoot Street

and Poplar Street) is within the Island Site SPD boundary and is allocated for mixed use. This site is now fully developed and is home to BioCity, and a further phase of BioCity is currently under construction on adjacent land on Plough Lane. An extract of the Proposals Map is provided in appendix 1 and the Saved Local Plan site allocations are also shown on Plan 3.

Eastside Interim Planning Guidance – 2004

5.18 The Eastside Interim Planning Guidance (IPG) sets out broad principles for development of the Eastside Regeneration Area, based on masterplanning work by Latham Architects, and includes the Island Site. This Island Site SPD replaces the IPG in respect of development located on the Island Site.

Emerging Local Plan Part 2 (Land and Planning Policies Document) Publication Version

5.19 The Local Plan Part 2 (Land and Planning Policies document) will ultimately replace the saved policies of the Local Plan 2005. Consultation on the Publication Version took place early in 2016 and it is anticipated that the plan will be submitted to the Secretary of State late in 2016. Whilst the Local Plan currently has limited weight in decision making, the policies and allocations within it will have increasing significance as the plan moves through its preparation stages of Public Examination and adoption. The following policies and designations are particularly relevant to the SPD area:

Quarter Policies

5.20 The SPD area falls within the Creative and Canal Quarters as designated in the Local Plan Part 2 and policies RE2 and RE3 are directly relevant. Policy RE2 supports the provision of high quality offices and employment floorspace and the creation of a new mixed use neighbourhood on the Island Site in line with an agreed masterplan. Policy RE3 supports the development of accommodation for creative industries and a flexible range of employment space including the sensitive reuse of heritage assets. Both policies support improved connectivity. The policies are set out in appendix 1. Wider and more generic policies support the regeneration of brownfield sites, sustainable design, employment and housing and the protection and enhancement of heritage assets.⁶

Site Allocation

5.21 The emerging Local Plan Part 2 proposes to bring forward the Saved Local Plan site allocations of E2.5, E2.7 and E2.10 into a single allocation - 'PA68 Canal Quarter Island Site'. The Publication Version

⁶ These policies include CC1-3, EE1-4, RE1, HO1, HO3, DE1-3, HE1, TR1-3, EN1, EN5, IN4

Local Plan proposes a range of uses including offices/high technology, light industry/research and development, warehouse (B1, B8), residential (C3) and retail (A1, A2, A3), leisure (D2), hotel (C1), conference use (D1) delivered as integral parts of a mixed use scheme. The allocation also sets out key development principles for the development of the site, and these are expanded upon in this SPD. Following consultation on the emerging Local Plan and the Island Site SPD, it is intended to extend the range of uses to include community and education uses. Appendix 1b includes the proposed site allocation as amended. Plan 3 shows the area covered by the proposed allocation.

5.22 Appendices to the Local Plan Part 2 set out the quantum of employment and retail floorspace expected on allocated sites. For the Island Site these are as follows:

- Appendix 3 – Housing Delivery: 500 to 650 homes on the Island Site
- Appendix 4 – Employment Delivery: 43,900 sqm to 64,400 sqm of office floorspace (GIA)
- Appendix 5 – Retail Delivery: 3,000 sqm to 4,500 sqm (GIA) of retail floorspace.

Planning History

5.23 The Island Site has a long planning history reflecting various phases of piecemeal development. Throughout the site's recent history, the City Council has been proactive in attempting to facilitate delivery by the private sector via site disposal and site remediation but the site remains largely undeveloped.

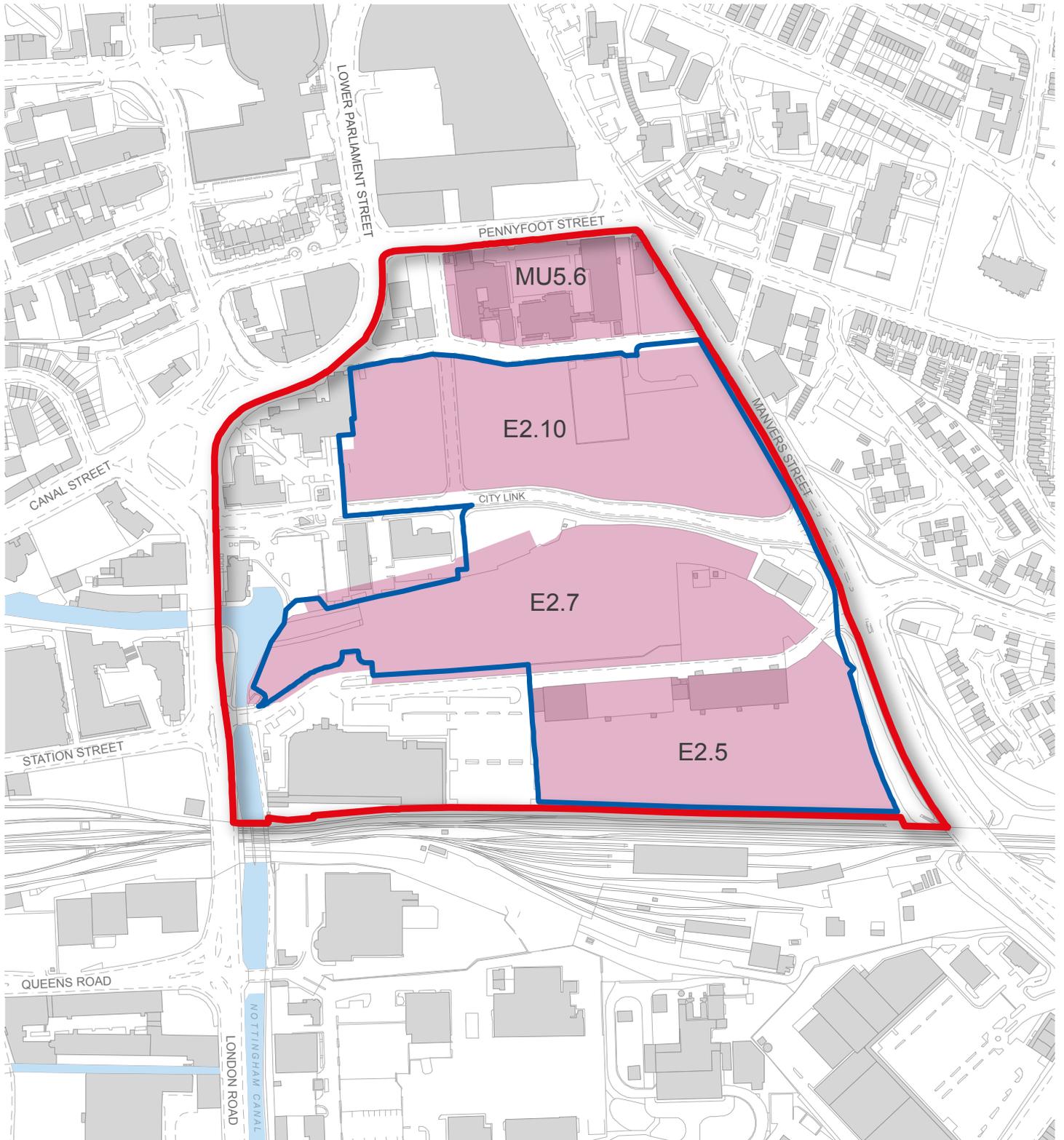
5.24 The Island Site was cleared for redevelopment as part of City Challenge in the early 1990s. Outline Planning Permission was then granted in November 1994 (Ref: 94/00989/POUT) for the development of office and workshop units, and site decontamination and the construction of City Link were carried out under this consent. The development of a number of buildings followed in the late 90s, including the BBC (96/01087/PFUL3); the NHS Walk-in Centre (99/02385/PFUL3); Apex Court (99/01110/PFUL3); and the Premier Inn hotel (99/01899/PFUL3).

5.25 The next significant phase of planning applications commenced in 2004, with the submission of Outline Planning Permission (04/01403/POUT) for the mixed use development of the now 'Extended Island Site' for 269,391 sq.m of business, residential, retail, and leisure uses. This permission was granted on 1 April 2008 following the completion of a S106 planning obligation. Subsequent applications were then made for the approval of a detailed masterplan, phasing programme and design code (08/02227/PDS4); details of the southern link road (08/02345/PRES4), and flood protection (08/02772/PDS4).

Details of a seven storey office building (Masterplan Ref. DO1) were also approved (08/02849/PRES4).

- 5.26 Whilst an application was made in 2010 for the erection of a retail store (Tesco) and associated uses (10/03848/PRES4), this scale of retail development was not supported by the Council and the application was withdrawn prior to a decision being made. Related applications to vary the approved masterplan, phasing, and accesses were not progressed and were finally disposed of in 2013.
- 5.27 It is the City Council's view that Outline Planning Permission 04/01403/POUT has expired without development having commenced. In forming this view, the City Council acknowledges that some site clearance, including demolition and decontamination investigation work, have occurred. However, it is the City Council's position that these works were carried out prior to the grant of Outline Planning Permission, and were not classed as development at the time that they were carried out, and do not therefore represent the commencement of development related to the implementation of the permission. Furthermore, no development relating to the approved planning conditions has commenced.
- 5.28 The relevant planning application chronology is set out in appendix 2.

Plan 3 Supplementary Planning Document Boundary and Local Plan Boundaries



 SPD Site Boundary

 Local Plan Site Allocation

 Local Plan Part 2
Proposed Allocation



6. SITE DESCRIPTION AND CONTEXT

- 6.1 The SPD area covers approximately 17 hectares and encompasses several unimplemented allocations from the Saved Nottingham Local Plan including:
- E2.5 Manvers Street Goods Yard
E2.7 Site east of Great Northern Close and
E2.10 Island Site.
- 6.2 The Local Plan Part 2 proposes to bring the above allocations together under a single allocation - PA68 Island Site. Whilst the focus of this SPD is the Island Site, the SPD boundary is more extensive than the proposed allocation and includes those areas which will be the focus for new development as well as existing buildings to which new development will need to relate.
- 6.3 The area is located approximately 800m from the Market Square at the heart of the City Centre and only 500m away from the main entrance of the Nottingham Station Hub Transport Interchange. The site is close to the historic Lace Market to the north west and the communities of Sneinton and St Ann's to the east (see Plan 1).
- 6.4 Most of the site is cleared but the SPD boundary also includes a number of existing occupied and vacant buildings. New development will need to relate successfully to these buildings (and their occupiers) to deliver an integrated and successful scheme to maximise the potential of the site.
- 6.5 The site falls within the Creative and Canal Quarters of the City Centre with the Waterside area directly to the south. Road and rail corridors provide strong boundaries to define the SPD area, these being:
- London Road and Lower Parliament Street to the west,
 - Manvers Street to the east,
 - Pennyfoot Street to the north, and
 - Rail line to the south.
- 6.6 BioCity, one of the largest concentrations of life science businesses in the UK, occupies buildings to the north of the site off Pennyfoot Street at a height of around seven storeys, and a further phase is under construction on Plough Lane. Close to the London Road roundabout, there are a cluster of buildings (of approximately four to six storeys) developed in the 2000s which are occupied by organisations and business such as the BBC, Government Departments, NHS Walk In Centre and Premier Inn whilst to the east of the site, GEM FM is accommodated in Media House.

- 6.7 At the south west of the site is the historic and Listed former Low Level Station which has been successfully converted to a health club and gym. Further east, off Sneinton Hermitage, stand two vacant historic warehouses (Great Northern Warehouse and adjacent James Alexander Warehouse), the former of which is Grade II Listed. Both are in poor condition and are described in more detail in the townscape and heritage section. The Nottingham Beeston Canal and tow path (which formerly extended into the site) crosses the south west corner of the site.

7. SITE ANALYSIS

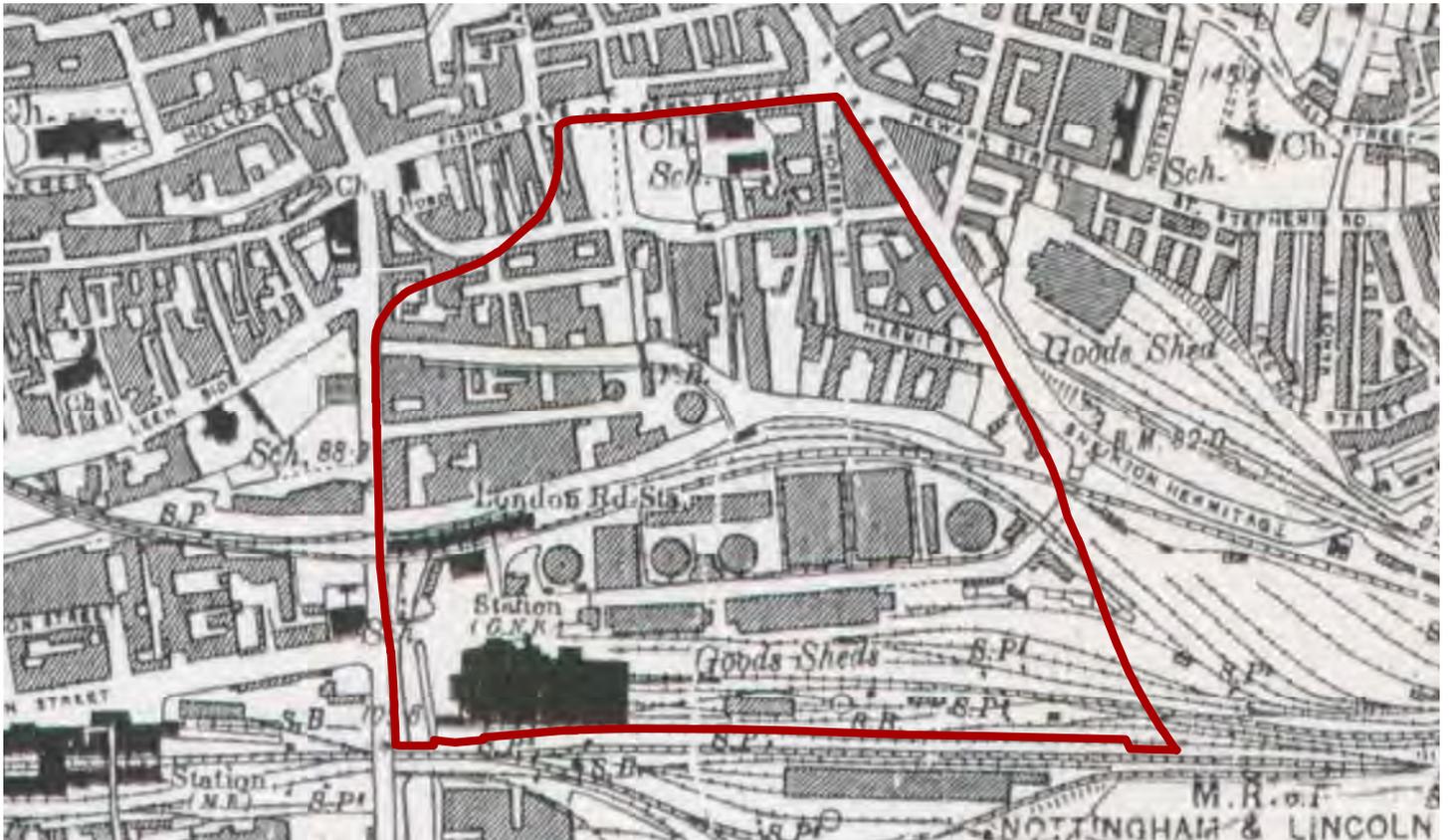
a) Townscape and Heritage

- 7.1 The site was subject to intensive heavy industrial use in the 19th and early 20th centuries and has been occupied by gas and lead works, rail sidings and drug and chemical works associated with use by Boots. Plan 4 shows the development of the site up to the present day.
- 7.2 The appearance of the current site detracts from the Station and Lace Market Conservation Areas – located to the west and north of the site respectively. The Great Northern Warehouse and the former Low Level Station are the only designated heritage assets within the SPD area and are both Grade II listed. They were built to the designs of prominent local architect Thomas Chambers Hine in the 1850s for the Great Northern Railway Company. The Low Level Station was converted and extended for use as a health club in the early 2000s. However, the Great Northern Warehouse, and its unlisted neighbour the James Alexander Warehouse, are both in a derelict and roofless state. The Great Northern Warehouse was extensively damaged by fire in the late 1990s which left only the outer walls standing.
- 7.3 The only other designated heritage asset within the immediate context of the site is the Grade II Listed Turnover Bridge which provides access to London Road over the canal and dates from the 1790s. Although now filled, a spur of the Nottingham Beeston Canal was extended to run across the site in the late 1700s and its former line can be seen on Plan 5. The Nottingham and Beeston Canal itself is a non-designated heritage asset of high significance, although its position below street level means that it currently has only a limited visual presence on the site.
- 7.4 In the 1990s the site was largely cleared under the City Challenge funding scheme - leaving only the warehouses and Low Level Station at the southern part of the site as reminders of its former industrial character. The warehouses are in an advanced state of dereliction and extensive demolition has left large areas of derelict land with no distinctive character.

- 7.5 The site lies within a broad valley and the low lying topography of the site restricts distant views to the south and west. The high ground of the Lace Market Cliff and Sneinton provide a distinctive historic skyline to the north west and north east respectively – including views of Nottingham Castle, St Mary’s Church in the Lace Market and Green’s Windmill.
- 7.6 Although within the City Centre, the site is perceived as a fringe area and disconnected from the heart of the City. The current condition of the site has had a negative impact on perceptions of public safety and discourages access across the site, although City Link provides a direct connection from the Station area to Manvers Street. There is limited access to the Nottingham and Beeston Canal and no public open space provision within the vicinity of the site.
- 7.7 Redevelopment of the site provides significant opportunities to improve the townscape of this area and in particular to:
- re-establish the urban grain of what was historically a key industrial district close to heart of the City Centre;
 - provide an appropriate setting for historic assets such as the Low Level Station, Great Northern Warehouse and James Alexander Building;
 - provide new connections to the Canal tow path and maximise opportunities for cultural, recreational and amenity purposes; and
 - create a new community, with its own sense of identity but well connected to the heart of the City Centre and communities of Sneinton and St Anns.

Plan 4 **Historic Maps**

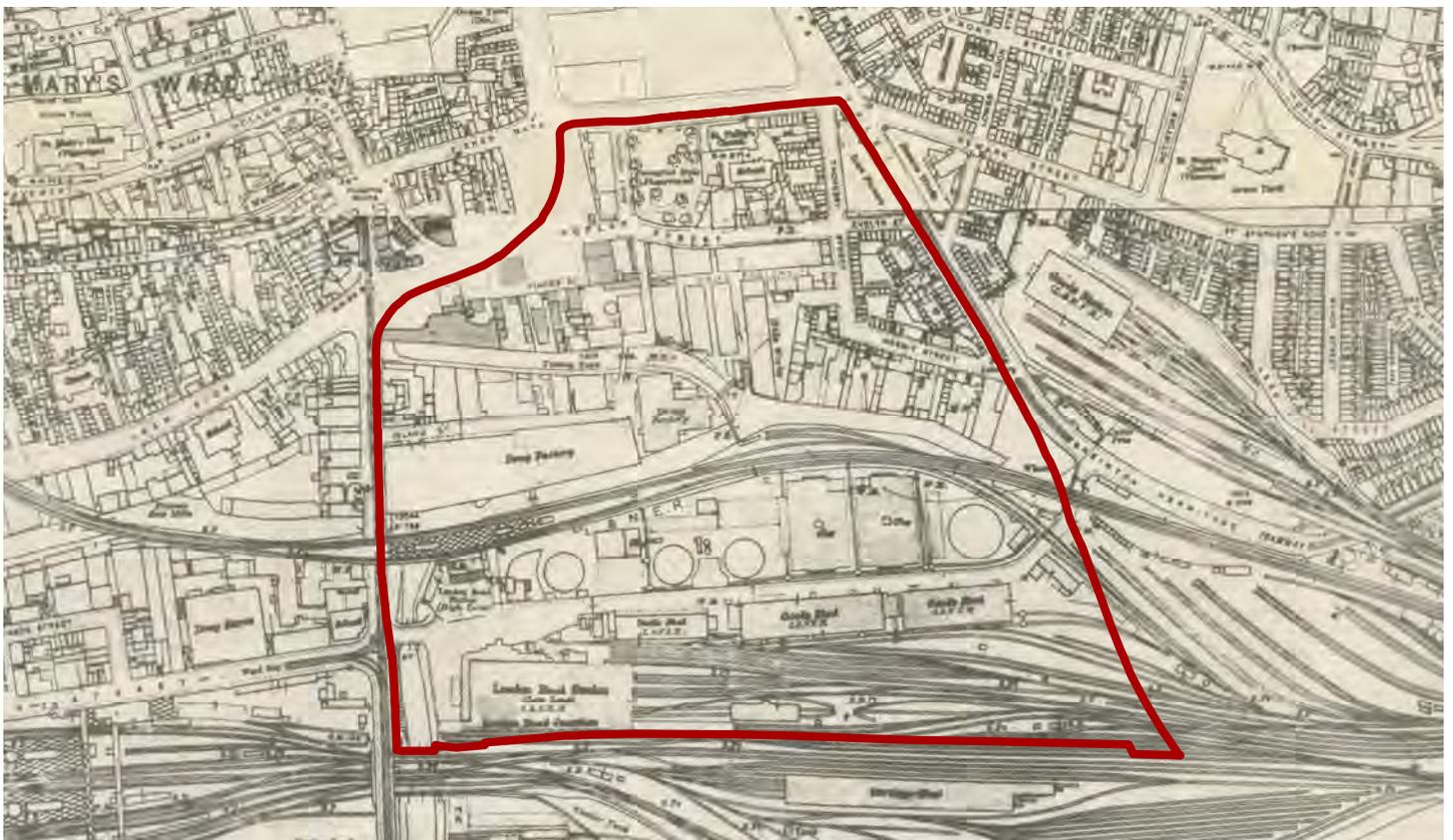
1887 - 1899



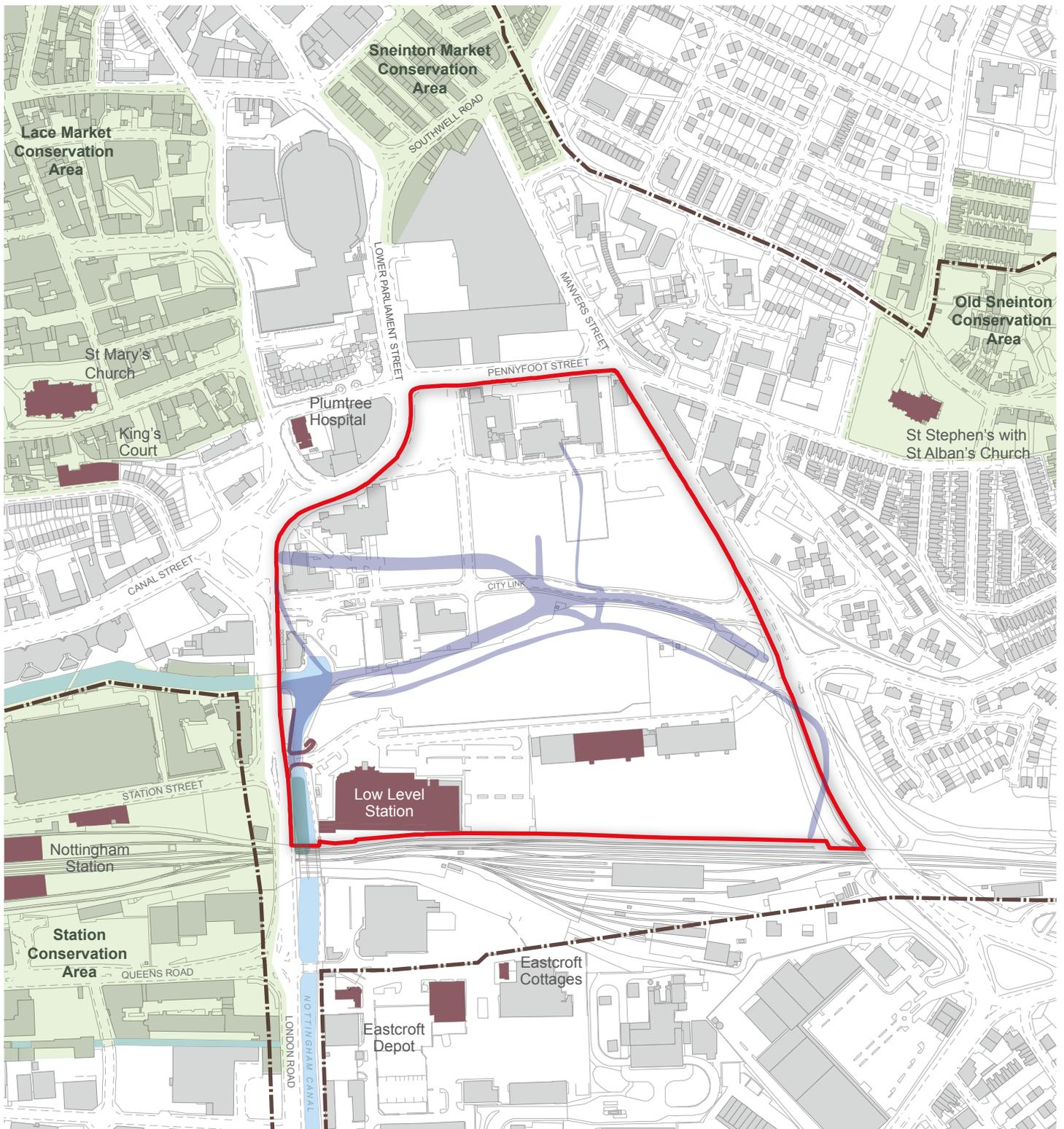
Reproduced from various date Ordnance Survey maps



1937 - 1940



Plan 5 Heritage Assets



- SPD Site Boundary
- Conservation Area
- Listed Buildings
- Archaeological Constraints Area
- Location of Historic Canal



b) Transport and Connectivity

- 7.8 Although this site is within the City Centre and close to a range of services and facilities, connectivity, both perceived and actual, is relatively poor. In its current cleared condition, the site is heavily dominated by the surrounding busy road network.

Walking and Cycling

- 7.9 The existing east/west City Link route through the site provides a direct route between the City Centre and the communities of Sneinton and St Ann's. Although very close to the heart of the City Centre, this route does not provide an attractive environment for walking and cycling, with limited overlooking and natural surveillance. The canal tow path located to the south west of the site, is part of an extensive cycle network but there is currently no direct access from this site to the canal. Sneinton Hermitage, to the south of City Link also runs east west but is not currently accessible.

Public Transport

- 7.10 Although the site is within easy walking distance of the Nottingham Station hub, the site itself is currently poorly served by bus transport when compared to the rest of the City. Existing bus routes serving the site include the No. 44 between the City and Colwick / Carlton every 10 minutes and City Link 2 which runs between the City Centre and Colwick Park and Ride site every 15 minutes. Both routes run to and from the east of the City and the site would benefit from additional routes to improve connectivity for commuters to the proposed employment uses on site.

Road Network

- 7.11 The site lies at the south east of the City Centre and is bounded by two major radial routes of London Road and Manvers Street which serve traffic travelling to the south and east of Nottingham respectively and provide a high degree of vehicular connectivity to the rest of the city and beyond. To the north the site is bounded by Pennyfoot Street and BioCity. Connectivity directly to the south of the site is prevented by the rail line.
- 7.12 The City Council is currently developing a number of network improvement schemes around the vicinity of the Island Site (see appendix 3). The schemes are aimed at redevelopment of the south of the city to aid the creation of jobs, improve connectivity and facilitate

economic growth. Funding for the schemes comes from a number of sources including the City Deal and the Local Growth Fund.

7.13 Redevelopment of the site provides opportunities to:

- Create a well connected new community with a range of sustainable transport options;
- Increase public transport access, taking advantage of the opportunities offered by committed schemes, particularly the Southern Growth Corridor, which proposes new bus routes running close to or through the site and the South Side Transport strategy which, as a result of wider network changes, will increase the frequency of buses running on London road;
- Enhance and create direct, safe pedestrian and cycle routes to and through the site;
- Provide appropriate vehicular connectivity by maximising opportunities from committed schemes and junction improvements.

c) Open Space and Green Infrastructure

7.14 The site has no formal open space and planting is limited to an avenue of trees along City Link and low quality vegetation across the cleared areas of the site. Two Local Wildlife Sites (LWS) are located close to the site boundary - Beeston Canal LWS to the west and Sneinton Railway Lands LWS to the east respectively.

7.15 The closest significant green spaces are located at Victoria Embankment and Colwick Park to the west and east respectively. Redevelopment of the site provides opportunities to significantly improve the quality and quantity of open space and green infrastructure in this part of the city and to:

- Provide new green corridors across the site;
- Enhance biodiversity both on and off site;
- Provide new formal and informal open space;
- Create multifunctional green infrastructure which provides attractive green space but which also supports sustainable drainage systems.

8. CONSTRAINTS

a) Flood Risk

- 8.1 A large part of the site to the north of Sneinton Hermitage is located in Flood Zone 2 with the canal corridor to the west of the site located within Flood Zone 3 as shown on Plan 6. A scheme of flood risk mitigation for the site was approved as part of the previous outline planning permission for the site (04/01403/POUT), the primary measure being raising the level of an existing wall adjacent to the canal. This scheme predated the Greater Nottingham Strategic Flood Risk Assessment and the implementation of the Nottingham Left Bank Flood Alleviation Scheme.
- 8.2 The Environment Agency supports the allocation of this site for development subject to an appropriate site specific flood risk assessment and flood risk management solutions and mitigation including protected access to the site.

b) Pollution and Underground Structures

- 8.3 Due to historic land uses, contamination has occurred from a number of sources. Initial gas monitoring identified gas levels that will need further investigation which will require mitigation measures to be incorporated into the building design and may constrain the types of residential development suitable for the site.
- 8.4 As part of the City Challenge scheme, partial remediation of the site was undertaken during the 1990s focussing on the northern part of the site.
- 8.5 The southern most part of the site, occupied by former railway sidings is likely to represent a fairly low geo-environmental risk. However, the central area of the site, formerly occupied by gas works (see plan 7), presents the greatest risk of contamination with deposits of tar beneath the former gas works buildings.
- 8.6 The previous remediation strategy for the site included retention of the extensive concrete slab covering the majority of the former gasworks with ground levels raised above this using on site or imported materials. In addition, provision was to be made for a Permeable Reactive Barrier to be installed along the southern boundary of the gas works to prevent migration of pollutants. It is likely that this precautionary measure will be required as part of revised proposals for the site. Retention of the concrete slab is likely to limit the type of development which can take place on this part of the site due to the need for raft foundations, as a piled solution could give rise to potential leakage of contaminants into the aquifer. Developers will be encouraged to consider a full range of remediation options to optimise viability and site layout.

- 8.7 The area has a number of existing noise sources including transport and commercial that will require a suitable environmental noise survey to quantify relevant noise issues. The impact of any proposed commercial or industrial development on existing and proposed uses on and around the site will need to be evaluated.

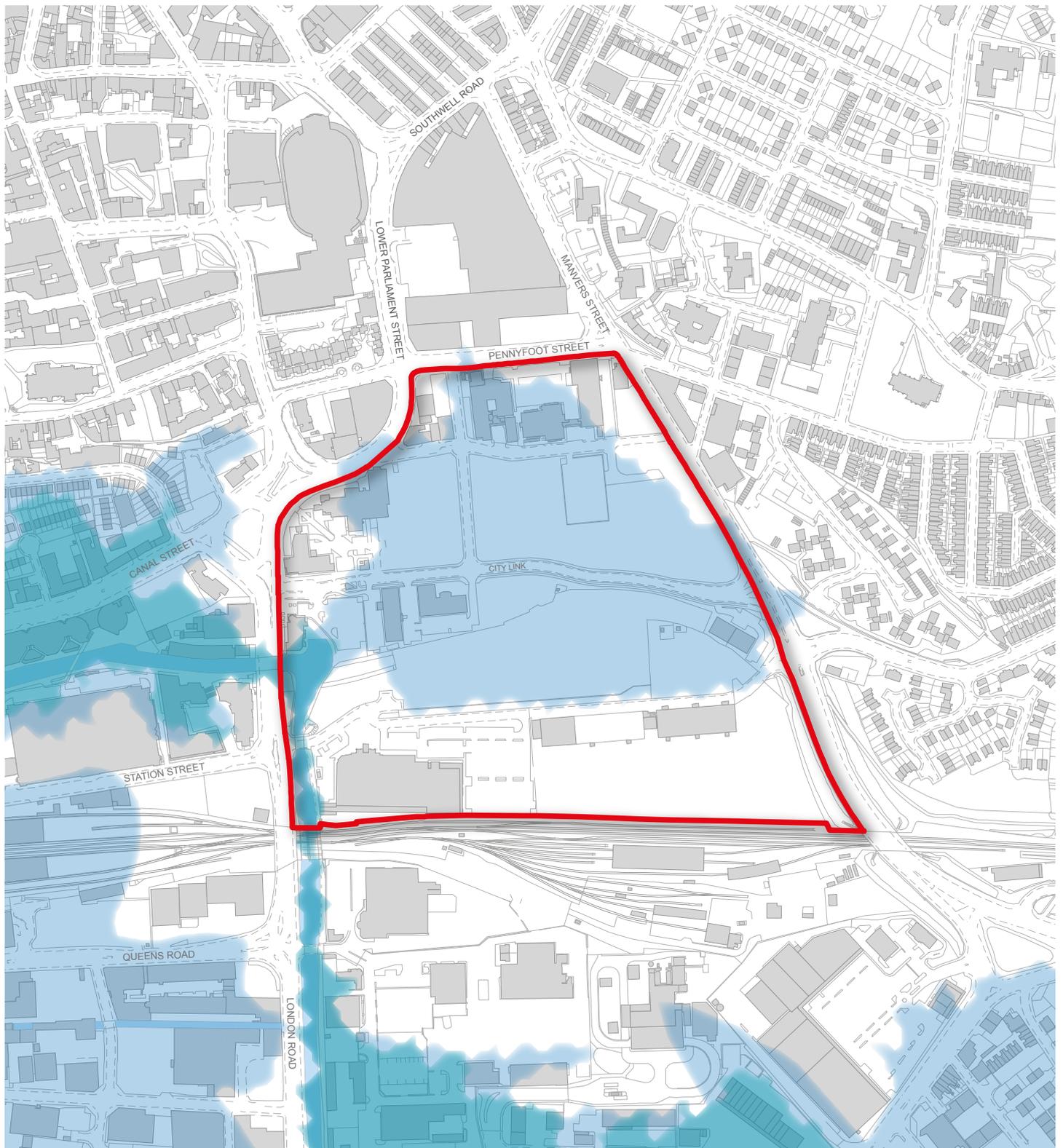
c) Utilities

- 8.8 A high pressure gas pipe (see plan 7) crosses the site above ground to the north of the warehouses and its relocation is likely to be prohibitively expensive. Therefore retention of the pipe should be addressed in development layouts.
- 8.9 The site is directly served by the District Heating System operated by Enviro-Energy providing opportunities for low carbon energy use.
- 8.10 This is a large site and although all mains services are available close to the site, utilities infrastructure may require reinforcement and a new electricity sub station may be required. Western Power Distribution advise that relocation of any on site equipment (such as cables) will require their consent and costs would need to be met by the developer. Early dialogue with utilities providers will be required.

d) Local Plan Constraint Areas

- 8.11 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 will need to be considered as part of development proposals in consultation with the Environment Agency.
- 8.12 The site is within 100m of an Air Quality Management Area and proposals should aim to improve and not result in any deterioration of air quality. A detailed air quality assessment is likely to be required.
- 8.13 As the site falls within an Archaeological Constraint Area an assessment of the potential for any archaeological remains will be required as part of the Development Management process.
- 8.14 The site is located within a Minerals Safeguarding Area as defined in the emerging Local Plan but this is not considered to be a constraint to development.

Plan 6 Flood Zones



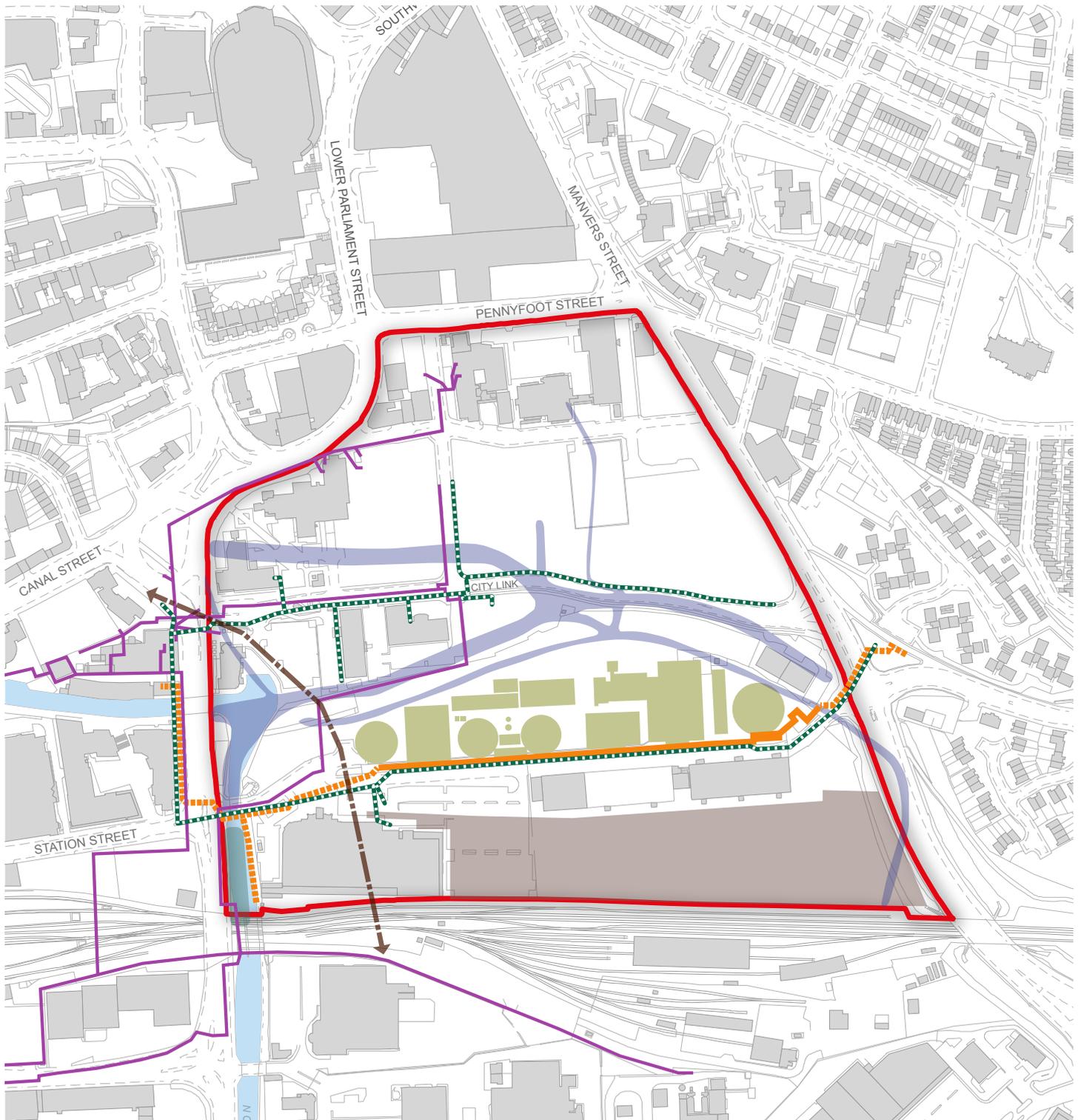
 SPD Site Boundary

 Flood Zone 2

 Flood Zone 3



Plan 7 Utilities and Constraints



- SPD Site Boundary
- Location of Historic Canal
- Brick Trunk Sewer
- Location of Historic Gas Works
- Above Ground High Pressure Gas Pipe
- Below Ground High Pressure Gas Pipe
- Location of Historic Railway Sidings
- LP Gas Pipe
- Decentralised Heat & Energy Network

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9. MASTERPLAN

a) Development Concept

10.1 The development concept for the site has been informed by master planning work undertaken by consultants URBED. With careful consideration of the site's context, assets and constraints, a robust but flexible framework is proposed. The development concept is considered to provide an appropriate form of development for the site whilst also delivering an appropriate balance of office and residential development to successfully contribute to meeting the needs identified in the Core Strategy and emerging Local Plan. Figure 1 illustrates the overall masterplan.

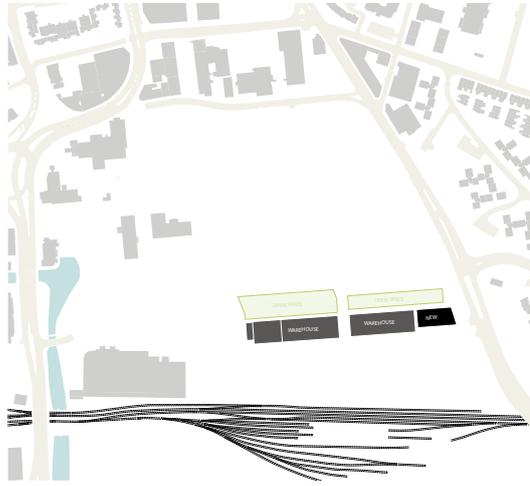
Figure 1 Masterplan



b) Development and Design Principles

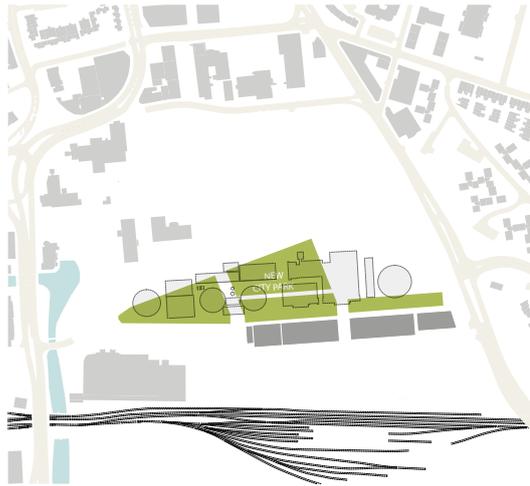
The masterplan for the site is predicated on 9 overarching principles:

1 Providing an appropriate setting for heritage assets



Provision of an area open space to the front of former warehouse buildings to enhance architectural and visual impact of the buildings

2 Creating a central park



This multifunctional feature will help to address contamination constraints, flood risk and drainage and provide an attractive central feature for the development

3 Establishing street hierarchy



Creation of a clear hierarchy of streets with different functions, retaining existing junctions where possible and introducing primary vehicular and bus priority routes.

4

Creation of a pedestrian and cycle network



The masterplan introduces a network of prioritised walking and cycling routes

5

Creation of pedestrian spaces



A series of new high quality parks and squares will enhance the character and feel of the environment

6

Establishing strong building lines



In order to create attractive and healthy functioning streets strong building lines have been used to frame and enclose streets and public space

7

Introducing active frontages



Bars, restaurants and squares will be focused around the central square to create a vibrant and attractive space. Additional ground floor active uses to service office and residential areas will also be positioned along the pedestrian street and new park.

8

Mix of uses



The site is expected to be predominantly office and residential use but healthy neighbourhoods contain a mix of uses with active uses focused on ground floors and around public open space.

9

A place to park



This is a sustainable location but parking places are still important. Parking will be accommodated via a combination of semi-basement parking in residential blocks with limited on street short stay and disabled parking. The URBED masterplan envisages a multi-storey car park to the north to serve existing and new development within the SPD area. However the type, form and scale of new parking provision will require detailed consideration in the context of overall development proposals.

c) Land Use and Layout

- 9.2 Based on a series of urban blocks, the masterplan creates a legible and permeable lattice of routes. In line with the Core Strategy, the grid pattern of the masterplan supports a sustainable transport hierarchy – with pedestrians and cyclists the priority. The blocks, routes and open spaces have been designed to establish an attractive new urban community whilst responding to the constraints on site. The urban form provides a strong framework for development with opportunities for variety of design, form and flexibility of uses.
- 9.3 The scale of the site requires a mix and balance of uses to create a successful community. In line with the Core Strategy, Local Plan and emerging Local Plan Part 2, a significant proportion of office floorspace should be provided alongside residential use. The proposed layout and distribution of uses is shown on Figure 2.
- 9.4 Office uses should be focussed to the north of the site – closest to the City core and BioCity, with residential to the centre of the site. Small scale retail, cafes and bars and other community uses should occupy ground floor areas providing active frontages and bringing vitality to the area. The scale of supporting uses should be geared to serve the new development.
- 9.5 To the south of the site, the former warehouses present challenges but also opportunities and if creatively remodelled, these buildings could be utilised for a range of specialist/niche activities including specialist retail, creative industries workspace, and cultural uses. Subject to funding, there are also opportunities in this part of the site for wider community, training and educational facilities which would assist in addressing an identified shortfall in secondary school places. The area closest to the rail line has potential for less sensitive uses such as workshops, light industry, warehousing and depot type uses.
- 9.6 Whilst green areas and public spaces should be incorporated throughout the development, the area to the north of the railway warehouses should accommodate a new central park.

Figure 2 Land Use



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3D visualisation of the proposed masterplan

- | | | |
|--|---|---|
|  Office |  Residential |  Workshop/
Light Industrial/
Warehouse |
|  Potential multi-storey
car park |  Public open space | |

d) House Types

- 9.7 As set out in Section 4, due to the site's characteristics, it is anticipated that the majority of residential development on site will be in the form of apartments. However, there may be scope for elements of family housing subject to more detailed consideration of contamination issues and layouts. There may also be opportunities for the provision of specialist elderly housing.

e) Townscape, Design and Views

- 9.8 The location, topography and cleared nature of the site allows broad views of the City Centre skyline and landmark buildings. Proposals should be designed to reveal glimpsed views of the City Centre skyline and key landmark buildings such as Nottingham Castle and St Mary's Church and Green's Windmill in Sneinton to the east.
- 9.9 The scale and nature of the site provides a rare opportunity for development to truly create its own sense of place and identity. Although the layout proposes a fairly regular grid pattern, new development should create variety and interest in the approach to elevational treatment and materials.
- 9.10 Whilst the setting of the historic warehouses must be carefully considered there is scope for innovative and contemporary approaches to sustainable design, materials and construction methods. Phasing of development also provides opportunities for different architectural styles to create variety within the overall framework established by the masterplan.
- 9.11 Development proposals will be expected to create safe, secure and attractive neighbourhoods. The provision of dwellings which meet higher standards of accessibility (i.e. higher than the basic Building Regulations) will be encouraged. Features such as cycle parking and bin storage should be well located and considered at the start of the design process.

f) Heights, Massing and Building Lines

- 9.12 Existing buildings within and near the site range from around four to seven commercial storeys. To respond to the site's context and to generate activity, vibrancy and create attractive streets and squares which have comfortable micro-climates, the massing of buildings should generally be between five and eight storeys high. There are opportunities for higher elements at the entrances to the site to mark key gateways - plots R5 and E6 have the potential to be of around 7/8 storeys subject to careful design.
- 9.13 As shown in Figure 3, residential streets will have an enclosure ratio of around 1:1 (i.e. the building height being the same as the width of the

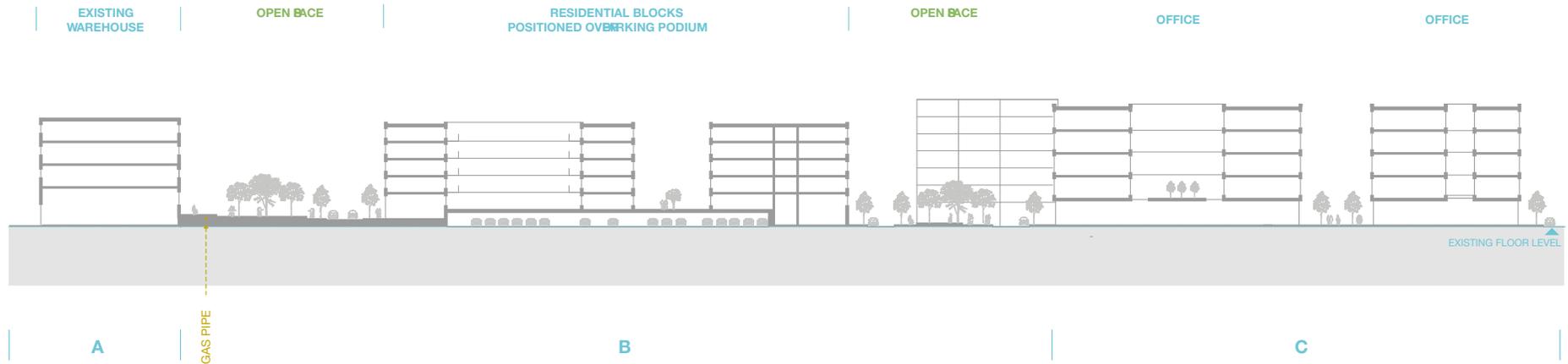
street). The predominantly office based streets to the north should have a tighter ratio of up to 2:1. A strong building line is important to frame the streets and the public spaces. To ensure this is achieved the buildings are proposed to sit to the back of pavement.

- 9.14 Given the likely prohibitive cost of burying the existing high pressure gas pipe the masterplan envisages that a casement be built around the existing pipework. This results in raising the ground level by approximately 1.5m so that the finished floor level of the development sits above the pipework.
- 9.15 The size of the site and the pipe's location within the new park will enable the change in level to be easily accommodated across the site and an increase in height around the residential blocks will mean that less excavation will be required for construction of semi basement parking and a small section of retaining wall will be required to the northern edge of the warehouses. Where the height of the current pipe sits above the proposed new ground level, alterations will be required to reduce its height to sit under the raised ground floor level. This approach is considered to be more cost effective than an alternative approach of burying the pipe and also will contribute to addressing flood risk by raising part of the site above existing flood level.

g) Public Realm and Green Infrastructure

- 9.16 The approach to open space and public realm is at the heart of the masterplan and the Council's aspiration to create an attractive place where people choose to live, work and visit.
- 9.17 A multifunctional green space is envisaged, running predominantly east-west and located to the north of the warehouses. This will not only create an attractive new urban park but provide an effective response to underground structures on site and has the potential to assist with mitigating flood risk and providing sustainable drainage solutions. Throughout the development the emphasis will be on the creation of other smaller green spaces and public squares appropriate to their location within the transport hierarchy.
- 9.18 New tree planting should be provided on key routes to improve the local micro-climate, providing shade and reducing wind movement along streets. A sustainable approach to building design will be supported with the incorporation of green roofs.
- 9.19 Open spaces should be truly multifunctional and provide opportunities for recreation, flood risk mitigation and habitat creation – through, for example, the creation of open swales/open bodies of water on site. Figure 4 illustrates the approach to public realm.

Figure 3 **Massing**



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Figure 4 Public Realm



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h) Transport and Infrastructure

- 9.20 In line with the masterplan, development proposals should make use of the existing infrastructure on site and maximise the developable area by using a grid pattern of development.
- 9.21 Improvements and changes to the transport network both within and outside the site will be expected to follow the Core Strategy's hierarchical approach to delivery of sustainable transport and, where applicable, conform to the 6Cs Design Guide to ensure that the development is safe and accessible for all.

Pedestrians and Cyclists

- 9.22 Figure 5 sets out the anticipated hierarchy of movements through the site. This establishes priority pedestrian routes and segregated cycle routes which connect into the existing cycle route network along the canal to the south west and out across Manvers Street and to Sneinton Greenway to the east. Connection to the canal tow path requires careful design to ensure that the setting of this historic asset is enhanced.
- 9.23 New and improved cycle routes should be consistent with the City Council's Cycling Design Guide (October 2015) and convenient and secure locations for cycle parking should be provided throughout the development. Pedestrian routes should be secure, well lit and overlooked.
- 9.24 Careful consideration will be required at both outline and detailed design stages to ensure that the needs and safety of pedestrians and cyclists are addressed, with particular regard to the needs of disabled people.

Public Transport

- 9.25 The site is already close to the Nottingham Midland Station Transport Hub providing access to the train, tram and bus networks. However, there is scope to improve direct public transport services to the site.
- 9.26 Proposals should make provision of the re-routing of buses through the Island Site along a bus priority corridor running east/west on City Link with the potential for a bus gate to the west to limit vehicular movements through the site.

Road Network

- 9.27 It is anticipated that City Link will be retained but straightened from its current alignment and a new junction formed on Manvers Street in order to accommodate the realignment.

- 9.28 Given the location of the site there could be a demand for traffic to travel through the site from east to west taking advantage of the new layout. A key aspiration for the site is to limit traffic movements to access only and therefore a number of physical measures will be required in order to limit through traffic including the bus gate mentioned above.

Key Junctions

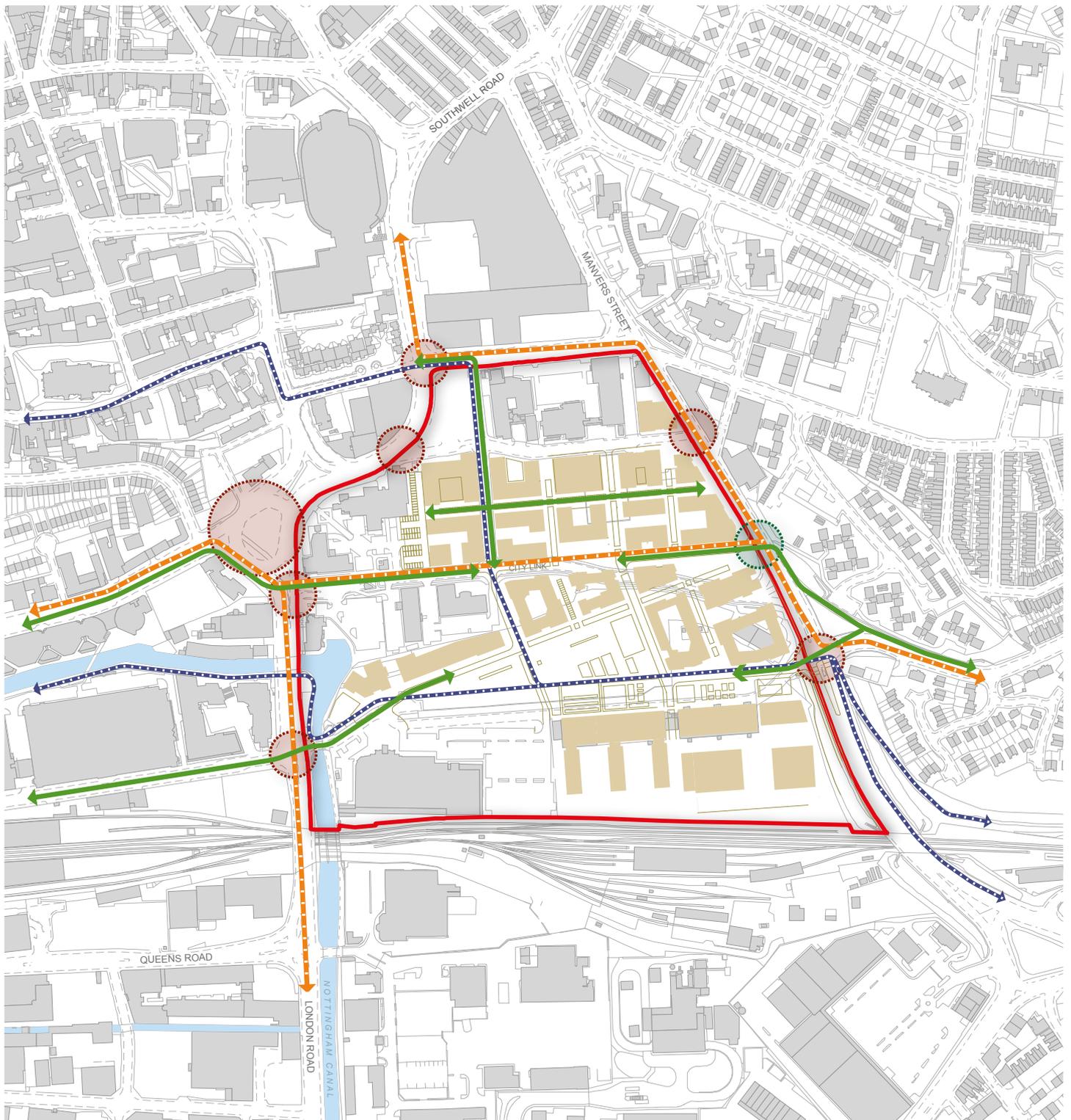
- 9.29 The proposals will need to take account of planned and emerging transport schemes in the vicinity of the site and impacts on key junctions as set out below:
- **A612 Manvers Street / Sninton Hermitage Junction**
The junction currently operates as an all movements signalised junction with pedestrian crossings on all approach arms. The western arm of the junction is stopped up and therefore no traffic uses this arm. Consideration should be given to the geometry of the western arm as this is likely to be the main access for light industrial/warehouse units at the south of the site. Upgrades and alterations to traffic signals equipment resulting from traffic flow changes should be considered. A new Toucan Crossing is to be provided on the southern arm of the junction. The new crossing is to be provided through the Local Transport Plan in conjunction with the Eastern Cycle Corridor.
 - **A612 Manvers Street, City Link**
As a result of the realignment of City Link, a new all movements junction will be required on Manvers Street with the removal of the existing junction. The design of the junction should be considered by developers as part of the planning process. However a signalised all movements junction with pedestrian / cycle facilities should be considered.
 - **A612 Manvers Street Evelyn Street (Poplar Street)**
Currently operates as an all movements priority junction. The current Connecting Eastside proposals allow for left in left out movements only with the installation of traffic signals. Land take may be required in order to implement the proposals as they currently are; however the proposals are subject to change. In order to limit the volume of traffic on the wider Island Site this junction could be considered as the main access should a Multi Storey Car Park be considered to be acceptable with egress being from Lower Parliament Street /Poplar Street as outlined below.

9.30 The three Manvers Street junctions are in close proximity to each other and the existing arrangement takes account of this with the City Link and Sneinton Hermitage junctions managed as one junction under a single traffic control system. Given the changes to the junctions on Manvers Street it is important that careful consideration is given to the management of traffic in this and the wider area. Key considerations are set out below:

- **A6008 Lower Parliament Street / Poplar Street junction**
This junction is covered by the Connecting Eastside scheme but proposals for this junction are not yet finalised. Currently the junction is closed to all traffic. Consideration should be given to left in left out from Poplar Street to London Road which could aid egress from a multi-storey car park if provided on site.
- **London Road/ City Link**
The junction is currently left in left out only. Consideration will be given to allowing a right turn movement from City Link to London Road North in order to accommodate potential through route for busses; however the changes required to accommodate this manoeuvre are likely to have a detrimental impact on traffic flow on London Road. In addition the South Side Transport Strategy will create a southern relief route along Waterway Street, and Queens Road. The works will result in a large increase in north bound traffic on London Road in both peak periods and slight increase in southbound traffic.
- **London Road / The Great Northern Close junction**
It is not anticipated that major changes to this junction will be required. The junction will continue to act as the main access point for Virgin Active Gym. The main access will be from the eastern side of the site. Physical measures should be considered to further deter general traffic and through traffic from using this access.
- This is a highly sustainable location with the potential for excellent walking, cycling and public transport connections. However, the anticipated scale of development will still require provision of on-site parking to serve both existing and new development. Whilst the masterplan envisages the provision of a multi-storey carpark (MSCP) for use of existing and new occupants within the SPD boundary, the need for this form of parking will require very careful consideration and robust analysis of development proposals. Should a MSCP be acceptable in the indicative location shown on the masterplan, consideration will be given to allowing access from the new Manvers Street / City Link junction.

- 9.31 All parking, regardless of its type or location should be designed to maximise personal safety with good lighting, overlooking and security. Should a MSCP be provided, its design and location will require very careful consideration to ensure that it is a positive addition to the area and does not hinder the creation of a high quality integrated neighbourhood.

Figure 5 Transport



- SPD Site Boundary
- Junction Improvements
- New Junction
- Proposed Bus Route
- Proposed Pedestrian Link
- Proposed Cycle Link



i) Sustainability

- 9.32 Sustainability should be at the heart of the design, materials and layout of the development. Proposals should maximise opportunities to incorporate features such as grey water recycling, green roofs, use of recycled materials and orientation to optimise solar gain. All new dwellings will be expected to meet the Government's higher National Housing Standard for water consumption.
- 9.33 There are excellent opportunities for low carbon energy use via the City's District Heating System – the network of which extends into the site as shown on Plan 7. Developers should explore opportunities for early connection to the network.
- 9.34 As set out in the Open Space section the development should incorporate Sustainable Drainage Systems to help manage surface water and flood risk.

10. Implementation

a) Land Ownership

- 10.1 Fragmented or multiple ownership is not considered to be a constraint to the development of the site. Freehold ownership of the Island Site (as proposed in the Local Plan Part 2) is understood to be within a single ownership, although it is understood that has recently been offered for sale - the outcome of which is not yet known. Appendix 4 sets out the City Council's current understanding of land ownership within the wider SPD area.

b) Phasing

- 10.2 This is a large site and development will take place over several phases. To ensure the wider sustainability and attractiveness of the site, and to maximise its contribution to the City Council's regeneration aims, the balance of uses in each phase will require careful consideration. The proposed phasing plan (see Figure 6) envisages that the site could be developed over a 15 year period. The proposed phasing seeks to maximise initial impact, create an attractive setting for subsequent development and address infrastructure requirements in a phased manner with a view to releasing opportunities to coincide with optimum market conditions.

Phase 1

- 10.3 It is envisaged that the first phase will be land to the west of the Island Site, fronting onto London Road. This is the area capable of making the greatest impact on this key gateway into the City Centre and has the majority of infrastructure requirements already in place. The early delivery of high quality public realm will be necessary to create an appropriate setting for development, especially residential development.
- 10.4 As described under Section 10 (key junctions) this first phase will need to consider upgrading the two key junctions with London Road to allow access whilst restricting unwanted through movements. A link road between Great Northern Close and Poplar Street will facilitate the early delivery of office floorspace which should be concurrent with the delivery of residential development to ensure that both happen in tandem.

Phase 2

- 10.5 Development of the central area is likely to involve considerable investment in infrastructure to further develop the central open space and create the urban park which should form the setting for the residential development in Phases 2 and 3. A similar amount of residential development to that provided in the first phase should

continue to satisfy market interest. Further delivery of office space to the north of City Link may be enhanced by the inclusion of a multi-storey car park and development of ground floor retail and commercial uses to provide active frontages and street level vitality. Phase 2 should also begin to deliver changes to the transport network envisaged to the east of the site.

Phase 3

- 10.6 Phase 3 includes the eastern area fronting Manvers Street and is where the most significant expenditure on infrastructure is envisaged. The development of office space should continue at a similar rate to the first two phases whilst provision of residential accommodation should increase to reflect an anticipated increase in demand brought about by the creation of the new mixed use neighbourhood. Phase 3 should complete the creation of open space to the main area and the transport connections through the site.

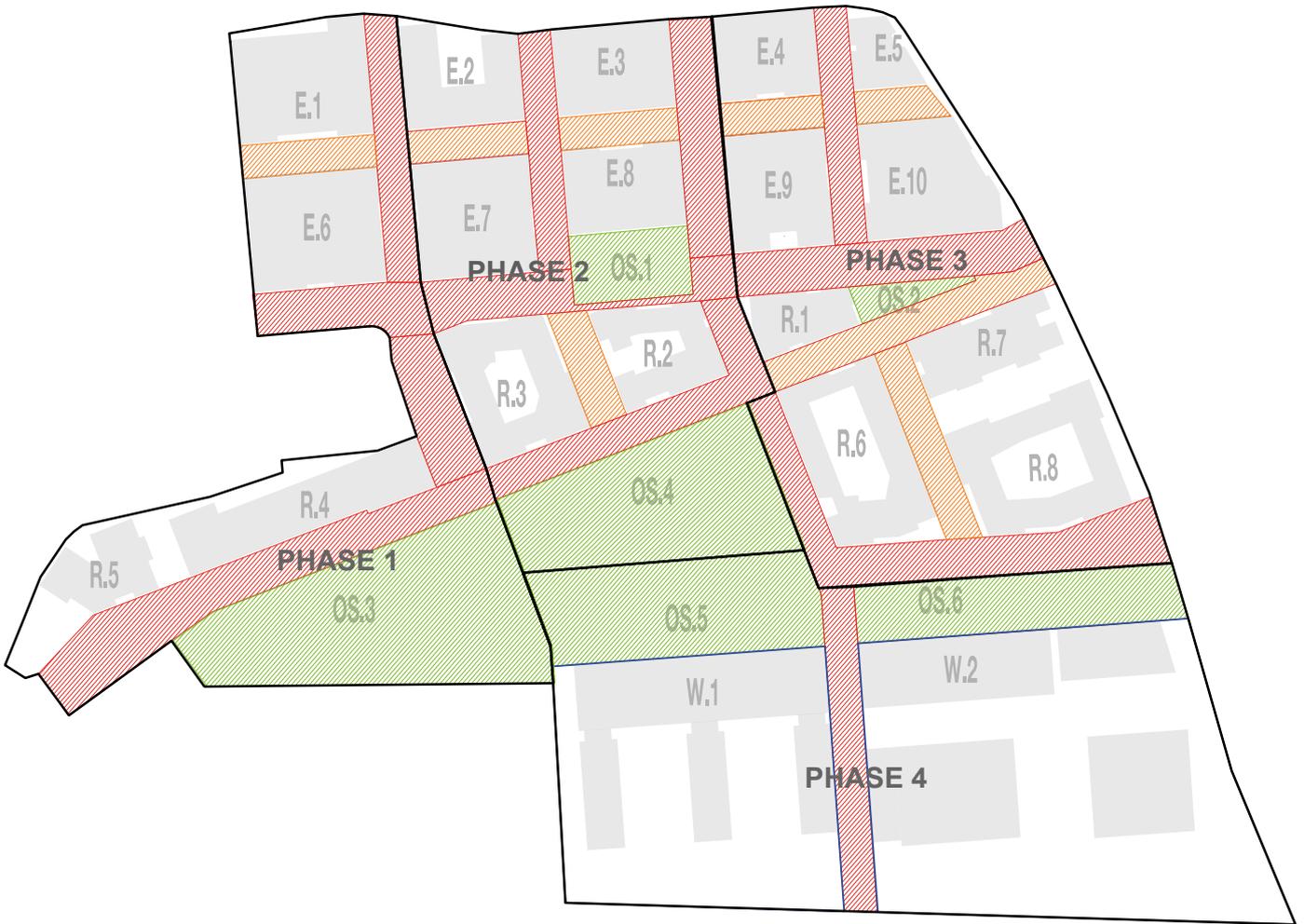
Phase 4

- 10.7 The proposed phasing envisages that development of the warehouses and land abutting the railway sidings are undertaken in this final phase. These are envisaged to be potentially the most challenging part of the development in terms of end uses and viability, particularly the warehouse buildings.
- 10.8 In view of the proposed transport changes, this phase can almost be considered independently to the remainder of the site. Public sector support may therefore enable this phase to be accelerated, especially if a viable solution to the re-use of The Great Northern and James Alexander Warehouses can be established and or if funding is secured for secondary school provision.

Figure 6 Indicative Phasing Plan

The plan suggests how the site could be brought forward over a number of phases

-  Open Space
-  Road
-  Shared surface
-  Warehouse



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c) Planning

10.9 The City Council welcomes early dialogue on proposals for this site. Whilst discussion on the form and content of applications will be required, it is considered that the most appropriate approach to the site will be an application for an outline or 'hybrid' planning permission, followed by reserved matters approvals for the various elements within the development. A hybrid application may be appropriate where details of the first phase are known. Development proposals will need to be set within a comprehensive framework and the outline planning application should provide a masterplan for the entire site area, and should seek to establish the following in line with this SPD:

- Overall patterns of land use and quantum of development;
- The network of streets, public spaces, pedestrian and cycle routes through the development, and the connections with the existing networks;
- Maximum building heights;
- A design code, setting out the principles to be followed in the design of the buildings, streets and spaces;
- A Green Infrastructure strategy;
- Proposals to protect and enhance the setting of heritage assets;
- Remediation strategy which maximises opportunities for appropriate development on site;
- The principles of the sustainable drainage systems to be incorporated in the development; and
- An indicative phasing programme.

10.10 The planning application will need to provide information in accordance with the Council's Validation Requirements. In particular the following information is considered to be particularly important:

- Environmental Assessment;
- Flood Risk Assessment;
- Transport Impact Assessment;

10.11 The Council will look to secure the provision of any necessary off-site infrastructure through Section 106 planning obligations or through the use of 'Grampian' planning conditions. The specific obligations will

depend upon the details of the scheme but it is likely that the obligations will include:

- Physical works or contributions towards highway measures to mitigate the transport impacts of the development;
- Contributions towards the cost of providing additional school places required to meet the needs of the residential element of the scheme;
- Affordable housing within the development;
- Management and maintenance arrangements for sustainable drainage features, and any publicly accessible areas of the site that are not to be adopted by the Council.

10.12 The development should maximise opportunities for local employment and training. It is the Council's view that the main streets, pedestrian and cycle routes within the development will form important elements of the overall highway network and patterns of movement within the city, and that as such they should be adopted by the Council.

10.13 The Council recognises the viability challenges of the site and an open book approach to viability appraisal will be required to inform the approach to S106 contributions and their phasing over the life time of development if appropriate. The Council will also consider the use of conditions to ensure that an appropriate balance of uses is delivered throughout each phase of development.

d) Infrastructure

10.14 As discussed in Section 9 there are a number of significant constraints associated with infrastructure requirements including: new, diverted and reinforced services; roads and sewers; remediation; and hard and soft landscaping. The Council has committed significant sums of public money to support the redevelopment of the site, including remediation in the mid-nineties and a number of strategic transport infrastructure improvements which should help to facilitate the delivery of a well-connected new community.

10.15 The Council will work proactively with the private sector and maximise opportunities to improve public transport access and create and enhance safe and attractive cycle and pedestrian routes through and to the site. The Council will actively seek public sector funding to support infrastructure development in line with the SPD.

e) Viability

- 10.16 This is a brownfield site with challenging constraints where development has stalled for a number of years. The current masterplan is predicated on an approach which seeks to maximise development viability in line with projected need whilst achieving an acceptable and suitable response to the site's location and context. The masterplan is supported by development appraisals which have been independently verified showing how delivery could be brought forward in a phased manner in order to address the constraints of the site.
- 10.17 The overall quantum of development in the masterplan is considered to be deliverable, but market conditions or large scale inward investments may necessitate some flexibility in the mix of uses and require public sector intervention and support. Development over the severely contaminated former gas works in the central area is not considered to be viable and this space creates the attractive urban park setting in the masterplan. However, should developers be able to employ innovative construction solutions which overcome this, there may be scope to increase the developable area of the site.
- 10.18 Whilst there are opportunities to flex elements of the scheme (subject to detailed site investigations and planning), proposals must still deliver the Council's overall vision for a mixed use scheme which supports the economic growth of the City. The City Council encourages developers to explore with them the opportunities and mix of uses appropriate for the southern part of the site where there is potential for cultural, community and education uses. The City Council is currently reviewing potential options for new secondary school provision which, subject to funding, could assist in creating an attractive and well integrated development.
- 10.19 An 'open book' approach will be taken to viability appraisals. Subject to detailed viability appraisals the Council will, if necessary, consider a phased approach to planning obligations to maximise development viability throughout the development of the site.

f) Delivery

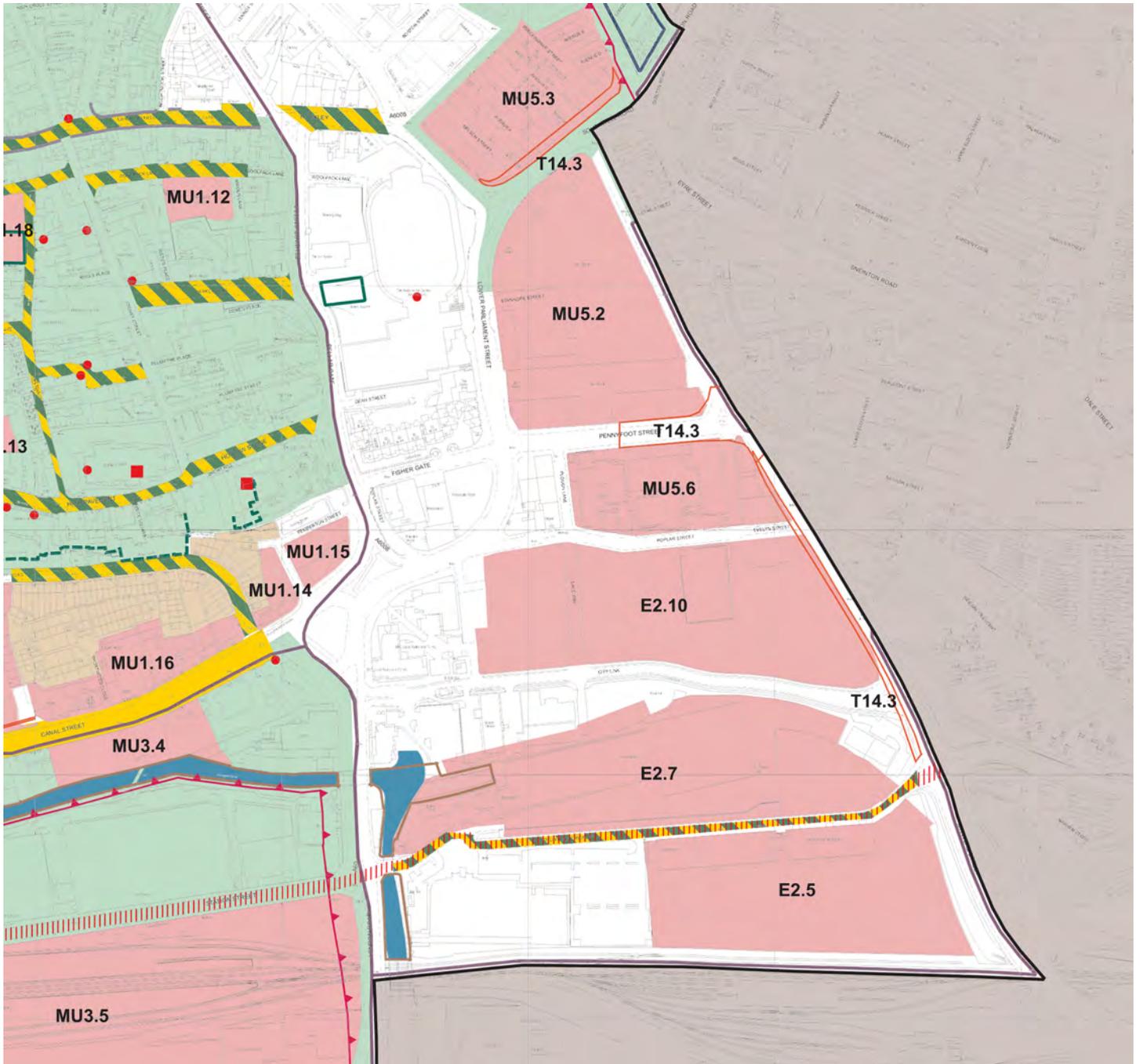
- 10.20 It is anticipated that the site will primarily be delivered by the private sector and the Council intend to work closely with the owners of the allocated site to identify external funding opportunities.
- 10.21 The Island Site falls within the Creative Quarter/City Deal area and the Council may be able to incentivise economic development through a number of different funding packages including TIF. The Council has raised the profile of the site with the D2N2 LEP with a view to future bidding opportunities to the Local Growth Fund relating to infrastructure. With further funding possibilities from a devolution deal and the

potential for Heritage Lottery Funding for the warehouses, it is important to ensure that on-going dialogue from the outset identifies opportunities for support for development proposals which are in line with the SPD.

- 10.22 Dependant on detailed phasing, there may be opportunities for several development partners to bring forward parcels of the site and introduce variety and interest in style and approach.
- 10.23 Delivery on this site is a priority for the Council. Should appropriate development fail to come forward within a reasonable timescale the Council will consider further public sector intervention to secure the delivery of this priority regeneration site.

Appendix 1a

Extract from the Saved Local Plan (2005) Proposals Map



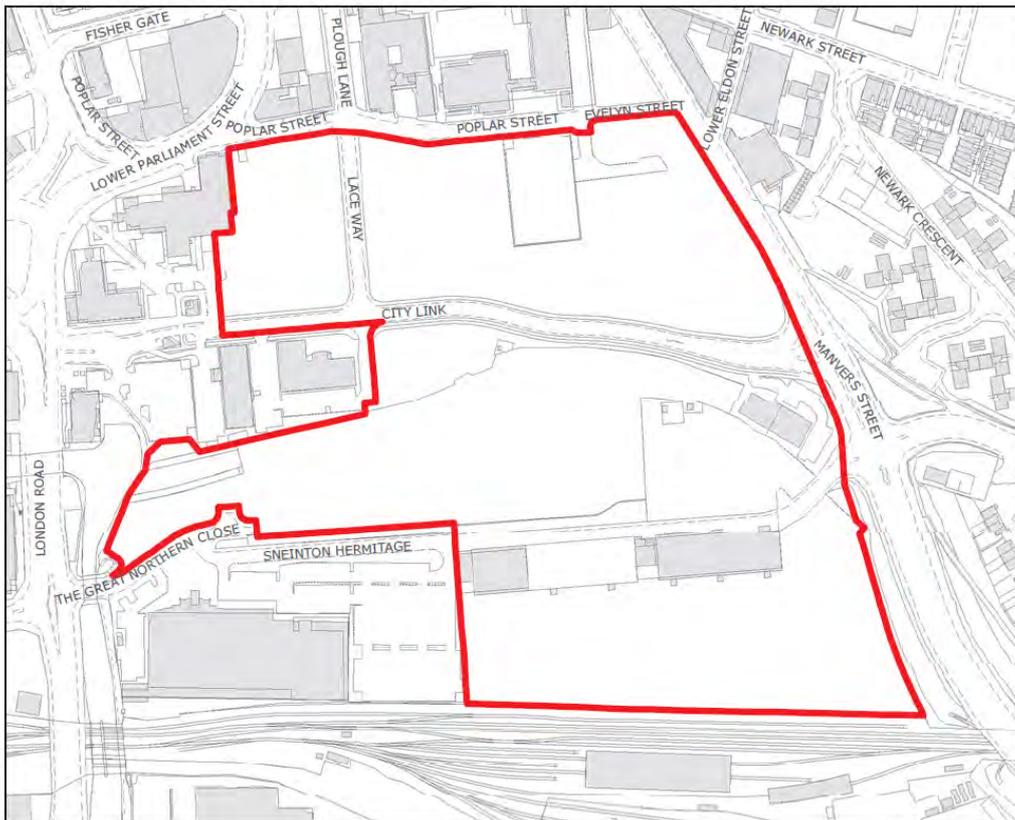
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Appendix 1b

**Proposed Allocation
(Including proposed amendments to the Publication Version Local Plan
Part 2)**

PA68 Canal Quarter - Island Site



<p>Site Area (ha): 9.76</p> <p>Ward: Bridge</p> <p>Address: Manvers Street</p> <p>Current use: Cleared site, offices, vacant warehouses</p>	<p>Proposed use: Offices/high tech, light industry/research & development, warehouse (B1, B8), residential (C3) and retail (A1, A2, A3), leisure (D2), hotel (C1), conference, community and education uses (D1) delivered as integral part of mixed use scheme.</p> <p>Development principles: A comprehensive masterplan, agreed with the City Council, should be prepared for this priority regeneration site enabling accelerated delivery of an attractive mixed use community. Office uses should capitalise on the site's proximity to BioCity. Residential uses should be located away from rail lines and the busy Manvers Street junction to the south east where less sensitive uses such as light industry, storage and distribution should be located. An element of supporting retail use may be acceptable subject to scale and impact on the vitality/vibrancy of the City Centre. New open space and cycling and walking routes, linking to the surrounding area and the Canal towpath, should be provided. Proposals should have regard to the presence of heritage assets both on site and nearby and the site's location within an archaeological constraints area. There is potential for low carbon energy via connection to the District Heating System. Known contamination on site should be mitigated appropriately through development. The site is close to the Eastcroft Energy from Waste Facility and London Road Heat Station - further air dispersion modelling may be required, depending on the scale/height of proposals. Close to an AQMA - proposals should aim to improve or ensure no further deterioration in air quality and an air quality assessment may be required. The site is within areas of medium and high flood risk and planning applications should be accompanied by site specific Flood Risk Assessments. Within Minerals Safeguarding Area - prior notification required. Proposals should have regard to Highway Safeguarding and Highway Planning Lines shown on the Policies Map - TR2.1, TR2.2 and TR2.10.</p>
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Appendix 2 Planning Application Chronology

92/01139/PFUL3: Construction of road and sewers for future industrial development.

95/00927/PFUL3: Details of infrastructure works including roads, water features landscaping and finished levels in connection with offices and workshop development.

95/00929/POUT: Erection of offices and landscaped car parking.

96/01086/PFUL3: Erection of new technology unit (office/light industrial – Unit W2).

96/01087/PFUL3: Erection of media centre and 25 Metre communications mast. (BBC)

97/01071/PFUL3: Erection of building to be used in part for offices/light industrial (B1 use) and part radio station (sui generis use). Unit W2.

97/01077/PFUL3: Erection of an office building on 4 floors with 66 car spaces in basement car park and 54 at ground level. (Site H).

97/01078/PFUL3: Proposed four storey office building with ground floor parking (Unit A2).

99/01110/PFUL3: Four storey building extension to existing office unit. (Apex Court)

99/01899/PFUL3: Erection of hotel including associated car parking, creation of new vehicular access and landscaping areas.

99/02385/PFUL3: Erection of three storey building – ground floor walk in medical centre with office accommodation on first and second floors. (NHS Walk-in Centre)

00/01006/PFUL3: Erection of two three-storey office buildings and associated car parking.

04/01403/POUT: Outline planning application for 269,391 sq m of mixed use development comprising; 130,954 sq m of Class B1(a) and (b) Business, 122,549 sq m of Class C3 Residential, 11,777 sq m of Classes A1/A2/A3 Retail and 4,081 sq m of Class D2 Leisure and Assembly.

08/02227/PDS4: Submission of detailed masterplan, phasing programme and design code for the development to discharge conditions 8, 10 and 12 of outline planning permission 04/01403/POUT.

08/02345/PRES4: Construction of Southern Link Road. Approval of reserved matters relating to outline planning permission reference 04/01403/POUT.

08/02772/PDS4: Submission of details scheme to provide flood protection for site as required by condition 26 of Outline Planning Permission reference 04/01403/POUT.

08/02849/PRES4: Erection of seven storey office building (Class B1) with associated retail (Class A1), car parking and external works. Submission of reserved matters for application reference 04/01403/POUT.

10/03848/PRES4: Erection of a retail store and associated shop units (Classes A1-A5), offices (Class B1a), and community use (Class D2), with associated car park (Application for approval of reserved matters relating to Outline Planning Permission ref. 04/01403/POUT).

10/03849/PRES4: Construction and realignment of City Link between Manvers Street and Lace Way. (Application for approval of reserved matters relating to outline planning permission ref. 04/01403/POUT).

10/04131/PVAR3: Variation of condition 1 of reserved matters application reference 08/02345/PRES4 (Construction of Southern Link Road) to allow reconfiguration and extension of car park without requirement for prior submission and approval of details a) to d) of this condition.

11/00059/PVAR3: Application to vary the approved points of access plan for the approved development. (Submission in accordance with Condition 43 of Outline Planning Permission 04/01403/POUT).

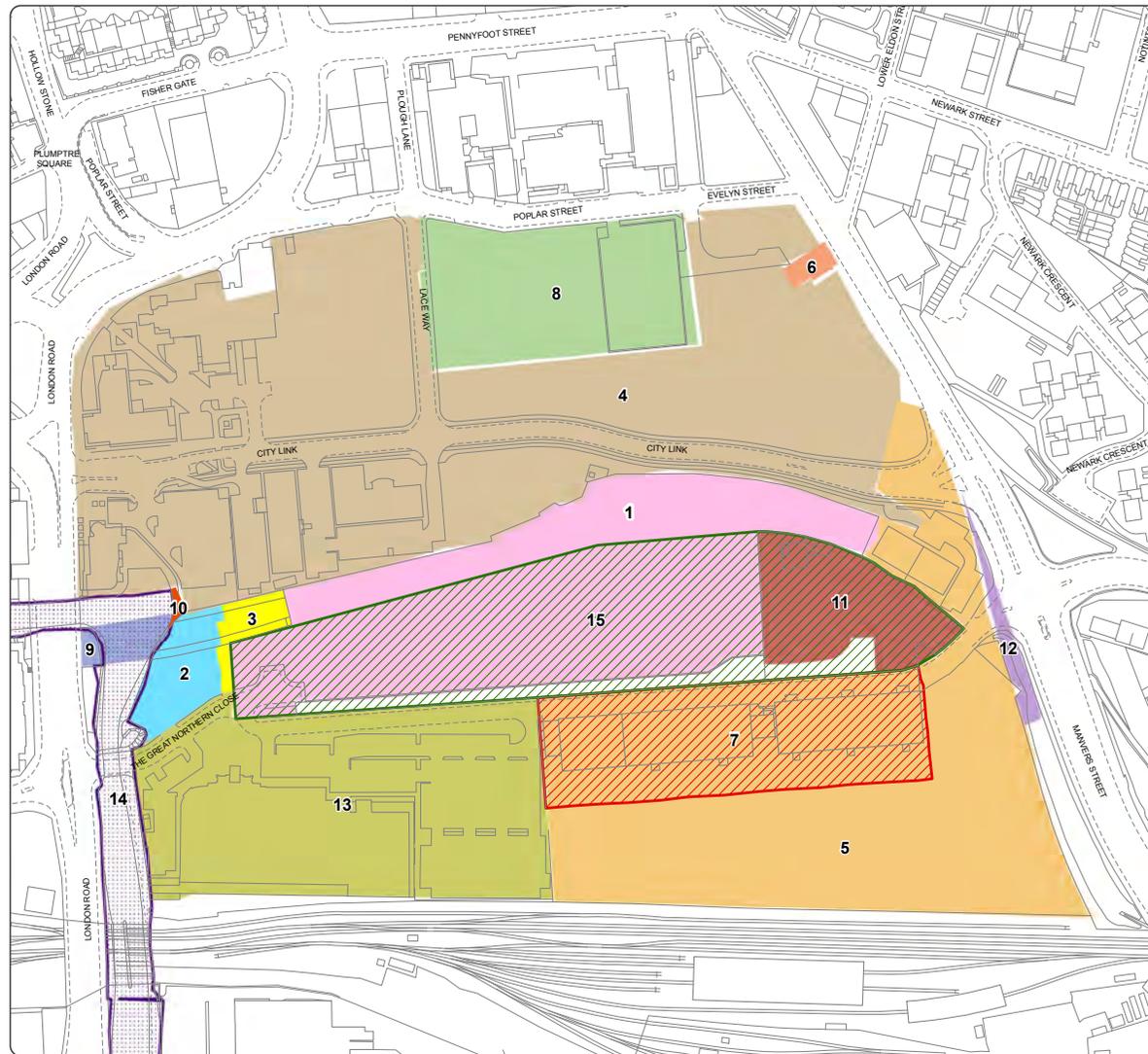
11/00336/PVAR3: Application to vary the approved masterplan for the development of the site (08/02227/PDS4) (Condition 8 of outline planning permission reference 04/01403/POUT).

11/00426/PVAR3: Application to vary the approved phasing plan for the development of the site (08/02227/PDS4) (condition 10 of outline planning permission reference 04/01403/POUT).

Appendix 3 Transport Schemes

- **Southern Growth Corridor**
The scheme is a series of bus priority measures to improve connectivity along the east west axis of the city. The scheme is at an early stage of development however the proposed bus routes pass close to the Island Site offering an opportunity to further enhance the connectivity of the site.
- **Connecting Eastside**
The aim of the scheme is to complete the change to Inner Ring Road by creating a two way section between London Road and Southwell Road. The scheme involves a number of junction improvements on junction surrounding the Island site including London Road, Lower Parliament Street, and Manvers Street.
- **South Side Transport Strategy**
The strategy will allow the area around Broadmarsh to be reconfigured in a manner which enhances the development and addresses the wider connectivity issues to provide for more comprehensive redevelopment and unlock the expansion of the southern side of the City Centre.
- **Eastern Cycle Corridor and new Toucan Crossing at Manvers Street**
Part of the Nottingham Cycle City Ambition package the Eastern Cycle Corridor will run from the City Centre via Fishergate and Plough Lane. The route will then pass through the Island Site via City Link and then on to Manvers Street Bridge to join the wider cycle network at Vale Road. In conjunction with the scheme a new Toucan Crossing is also being provided on the southern arm of the Manvers Street/ Sninton Hermitage junction.

Appendix 4 Freehold Land Ownership



No.	Title Number	Proprietor	Area	
			Ha.	Acres
1	NT107639	Heathcote Holdings Lt	2.05	5.06
2	NT197520	Heathcote Holdings Lt	0.19	0.46
3	NT200892	Heathcote Holdings Lt	0.07	0.17
4	NT294633	Heathcote Holdings Lt	4.69	11.58
5	NT296499	Heathcote Holdings Lt	3.08	7.61
6	NT296767	Heathcote Holdings Lt	0.03	0.07
7	NT298398	Heathcote Holdings Lt	1.0	2.47
8	NT306055	SWB Holdings Lt	0.84	2.07
9	NT306790	Heathcote Holdings Lt	0.08	0.19
10	NT329343	Heathcote Holdings Lt	0.01	0.02
11	NT357001	Heathcote Holdings Lt	0.44	1.08
12	NT444640	Heathcote Holdings Lt	0.06	0.14
13	NT444659	Heathcote Holdings Lt	1.77	4.37
14	NT450081	Canal & River Trust	1.78	4.39
15	NT88674	Heathcote Holdings Lt	2.02	4.99

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Appendix 5 Sustainability Appraisal

Sustainability Appraisal (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 preferred option promotes, rather than inhibits sustainable development.

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 emerging LAPP.

The SA has comprised an integral part of the plan making process and has performed a key role in providing a sound evidence base for the plan. The process has appraised the social, environmental and economic effects of the LAPP from the outset through its various preparation stages. In doing so it has helped to ensure that the decisions made have contributed to achieving sustainable development.

Furthermore, the SA has recommended some changes to help ensure that the LAPP policies and site allocations are as sustainable as possible. It has informed the decision making process by facilitating the evaluation of alternatives and also considered the cumulative, synergistic and secondary impacts of the LAPP policies and sites.

The SA has also demonstrated that the plan is the most appropriate when considering reasonable alternatives and, where negative impacts have been found, suggested suitable mitigation measures to try and overcome them. Draft monitoring arrangements have also been put in place to ensure that the impact of the policies can be properly evaluated.

The proposed Island Site allocation (PA68) and policies 'RE2 – Canal Quarter' and 'RE3 Creative Quarter' have been subject to SA as part of this process. This SPD and consultation on the Local Plan have resulted in a change to the proposed uses on the site to include community and education and the SA has therefore been reviewed. However, no change to the overall SA findings has been found to be necessary. Full details of the SA process, and methodology can be found in the Publication Version Sustainability Appraisal available at www.nottinghamcity.gov.uk/localplan The extracts below sets out the results of the SA for the site allocation and regeneration policies.

Appraisal of Policy RE2: Canal Quarter														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
														Minor positive
														? = unknown impact
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & GI	7. Landscape & Townscape	8. Natural Resources & flooding	9. Waste	10. Energy & Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	No fill = negligible impact, not relevant or neutral overall
														Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal of Policy RE2: Canal Quarter	Potential Mitigation Measures
1. Housing	Policy aims to provide significant amount of new residential development within the Quarter.	
2. Health	Policy seeks to improve existing leisure and entertainment uses within the Quarter. There is also a recognised correlation between increased housing provision and a positive impact on health. Addition employment provision can also reduce mental health problems.	
3. Heritage	Policy seeks to improve existing heritage assets.	
4. Crime	Policy aims to regenerate area and make it more active with general improvement to the canal corridor. Reusing vacant and underused buildings should also have positive impact on crime levels.	
5. Social	Policy seeks to create large scale redevelopment of area which should promote social interaction including creation of a new neighbourhood within the Island site.	
6. Environment, Biodiversity & Green Infrastructure	Policy promotes enhancements to existing and creation of new canal frontages and other waterways within the Canal Quarter.	
7. Landscape & Townscape	Policy should ensure the wider regeneration and transformation of the Quarter and leading to positive impacts on townscape. Major opportunities within this quarter to improve townscape.	

SA Objectives	Appraisal of Policy RE2: Canal Quarter	Potential Mitigation Measures
8. Natural Resources & Flooding	Large parts of the area are known to flood. Redevelopment may improve flooding and flood mitigation is set out in the development principles for the site allocations.	
9. Waste	Major redevelopment of the area likely to result in net increase in waste.	Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.
10. Energy & Climate Change	Major redevelopment of the area likely to result in net increase in energy use. However, replacement buildings should be more energy efficient. Sites within the Quarter have potential to connect to District Heating System. Overall moderate negative impact.	Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan
11. Transport	Policy seeks to develop the Canal Quarter which is in a highly sustainable location within the city centre, close to transport hubs and provides opportunities for enhance walking and cycling.	
12. Employment	Policy aims to provide high quality offices and other employment floor spaces and support existing business.	
13. Innovation	Potential for buildings to support employment creation in high knowledge sectors.	

SA Objectives	Appraisal of Policy RE2: Canal Quarter	Potential Mitigation Measures
14. Economic Structure	Redevelopment should provide new buildings of a type required for modern business. Should also help to diversity jobs.	
<p>Summary: Very major positive impacts were identified for the Housing and Transport objectives, as well as major positive impacts for the Landscape & Townscape and Employment objectives, moderate to major positive impacts for Social and Economic Structure objectives. The Health, Heritage, Crime, Environment, Biodiversity & GI and Innovation objectives were considered likely to benefit from a moderate positive impact, with a more minor positive effect suggested for the Natural Resources & flooding objective. A Moderate to major negative impact was predicted for the Waste objective as well as a moderate negative impact against the Energy & Climate Change objective. Mitigation measures have been identified for possible negative impact.</p>		

Appraisal of Policy RE3: Creative Quarter														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
														Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & GI	7. Landscape & Townscape	8. Natural Resources & flooding	9. Waste	10. Energy & Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = negligible impact, not relevant or neutral overall
														Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal of Policy RE3: Creative Quarter	Potential Mitigation Measures
1. Housing	Policy aims to provide significant residential development within the Quarter.	
2. Health	There is a recognised correlation between increased housing provision and a positive impact on health. Addition employment provision can also reduce mental health problems.	
3. Heritage	Policy seeks to improve existing heritage assets.	
4. Crime	Policy aims to regenerate area and make it more active with general improvements. Reusing vacant and underused buildings should also have a positive impact on crime levels.	
5. Social	Policy seeks to enhance and create new facilities which should support social interaction. Should also help to connect neighbourhoods.	
6. Environment, Biodiversity & Green Infrastructure	Negligible impact.	
7. Landscape & Townscape	Policy should ensure the wider regeneration and transformation of the Quarter and leading to positive impacts on townscape.	
8. Natural Resources & Flooding	Parts of the area are known to flood. Redevelopment may improve flooding as flood mitigation measures are set out in the development principles for the site allocations in this Quarter.	

SA Objectives	Appraisal of Policy RE3: Creative Quarter	Potential Mitigation Measures
9. Waste	Major redevelopment of the area likely to result in net increase in waste.	Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.
10. Energy & Climate Change	Major redevelopment of the area likely to result in net increase in energy use. However, replacement buildings should be more energy efficient. Sites within the Quarter have potential to connect to District Heating System Network. Overall moderate negative impact.	Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan.
11. Transport	Policy seeks to develop the Creative Quarter which is in a highly sustainable location within and close to the City centre including bus routes, tram routes and within walking of the station, and provides opportunities for enhance walking and cycling.	
12. Employment	Policy aims to support the creative industry sector, provide a range of employment premises and support existing business.	
13. Innovation	Potential for buildings to support employment creation in high knowledge sectors. Policy supports enhanced training and education including relocation of Central College on Maid Marian Way and additional conference facilities.	

SA Objectives	Appraisal of Policy RE3: Creative Quarter	Potential Mitigation Measures
14. Economic Structure	Redevelopment should provide new buildings of a type required for modern business which provides ideal premises for a diverse range of jobs. Also supports growth sectors and access to high technology communication facilities and formation of clusters.	
<p>Summary: A very major positive effect was identified for the Housing objective. Major positive outcomes were also predicted for the Transport, Employment and Economic Structure objectives. Moderate to major positive impact were considered likely for the Landscape & Townscape and Innovation objectives. The Heritage, Crime and Social objectives were considered likely to benefit from moderate positive impacts with minor positive outcomes suggested for the Health and Natural Resources & flooding objectives. A moderate to major negative outcome was predicted against the Waste objective and a moderate negative impact for the Energy & Climate Change objective. Mitigation measures have been identified for possible negative impact.</p>		

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, community and education use (D1) delivered as integral part of mixed use scheme.

															Very major/important positive
															Major positive
															Moderate to major positive
															Moderate positive
															Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & GI	7. Landscape & Townscape	8. Resources & flooding	9. Waste	10. Energy & Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = Negligible impact., not relevant or neutral overall	
															Minor negative
															Moderate negative
															Moderate to major negative
															Major negative
															Very major/important negative

SA Objectives	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, community and education use (D1) delivered as integral part of mixed use scheme.	Potential Mitigation Measures
1. Housing	Development could provide substantial amount of housing	
2. Health	Site adjacent to NHS walk in centre. Opportunity to provide open space on site. Housing recognised as key determinant of health.	
3. Heritage	Listed building and other heritage assets on site at risk, development may bring back into productive use. Other listed buildings in proximity to the site and their settings should be enhanced. Also opportunities to improve relationship with canal towpath and basin.	
4. Crime	Site is subject to significant crime/antisocial behaviour. Redevelopment should address these issues.	
5. Social	New public realm likely to be achieved on the site which could enhance social interaction. Scale of development could create new city centre community/employment area.	
6. Environment, Biodiversity & Green Infrastructure	The site is adjacent to Nottingham Canal. Opportunity to create Green Infrastructure across site, connecting to two adjacent Local Wildlife Sites.	

<p>7. Landscape & Townscape</p>	<p>Negligible impact on local landscape character.</p> <p>The site is mainly vacant/underused land and buildings lying close to the city centre. There are some Listed buildings and other heritage assets on site which are at risk, development may bring back these buildings into productive use. Other listed buildings in proximity to the site and their settings should be enhanced. Also opportunities to improve relationship with canal towpath and basin.</p> <p>Appropriately designed scheme which is sympathetic to its surroundings in terms of design, layout and scale may result in a very major/important positive impact on townscape given the significant urban design opportunities likely through redevelopment of this large prominent and strategically important site.</p>	
<p>8. Natural Resources & Flooding</p>	<p>Site is within 1:1000 flood plain. Development could increase run off through redevelopment however site contaminated, and through redevelopment opportunities provided to address this. Construction from development is likely to give rise to the use of additional natural resources on this site in the short term Overall impact neutral.</p>	
<p>9. Waste</p>	<p>Redevelopment of this large mostly cleared/vacant site likely to significantly increase waste generated.</p>	<p>Mitigation by provision of waste management agreements/storage facilities where appropriate and promotion of recycling via Development Management process and policies of the Local Plan.</p>

10. Energy & Climate Change	Site has potential to connect to district heating system and given the scale of new development this brings with it the potential to incorporate sustainable features within design eg small scale community energy generation. However, given that the site is mainly vacant and the scale of redevelopment proposed there is likely to be significant net increase in energy use resulting in a moderate to major negative score overall.	Mitigation provided through promotion of energy efficient buildings, sustainable design and on-site renewable energy generation and connection to District Heating System Network where appropriate via Development Management process and policies of the Local Plan
11. Transport	Site is currently perceived as disconnected to the city centre but is actually only 5 minutes from transport hub at the station. Redevelopment has the potential to generate significantly more trips, but there is significant potential to make the site attractive for walking, cycling and public transport use. Major improvements to connectivity to the city centre and Sneinton required.	
12. Employment	Development could create jobs. Construction from development is likely to contribute to a short term beneficial impact for this objective across the City area as a whole.	
13. Innovation	Site lies adjacent to BioCity and is within the creative quarter.	
14. Economic Structure	Significant grade A office space adjacent to BioCity and within Creative Quarter. Potential for economic clusters.	

Summary: 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 & Climate Change. Mitigation measures have been identified for possible negative impact.

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