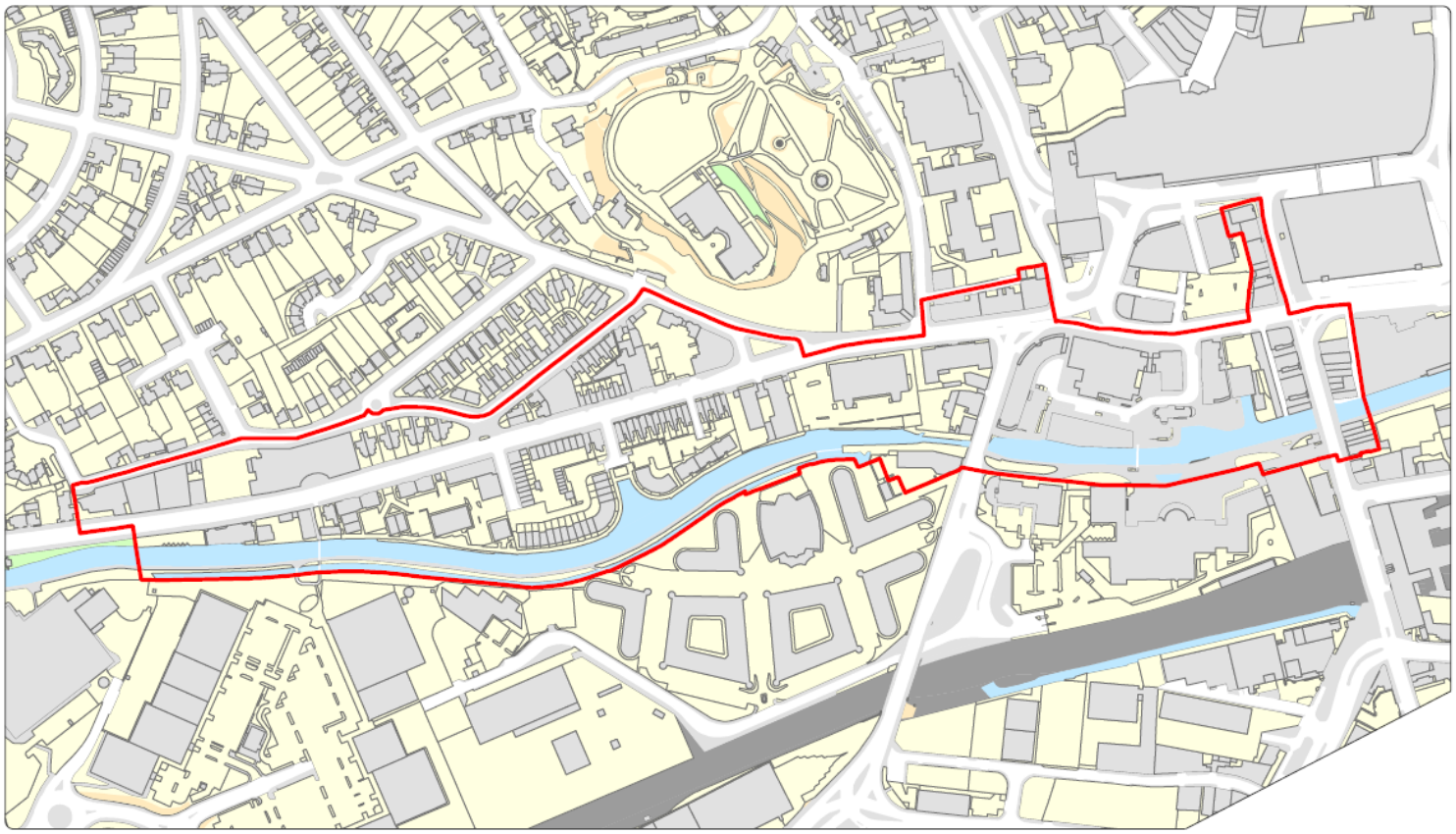
Covering note

On 19th February 2014 the City Council's Planning Committee resolved to extend the Canal Conservation Area to include number 1 Collin Street and numbers 2-26 Carrington Street. An updated version of the Conservation Area map is shown below to include this change to the boundary. The Canal Conservation Area is currently undergoing a review process and an updated version of the Appraisal and Management Plan will be made available once formally adopted by the City Council.



Key

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Conservation Area Boundary

Nottingham City Council

THE CANAL CONSERVATION AREA

Character Appraisal and Management Plan



March 2008

Foreword

The Canal Conservation Area Character Appraisal and Management Plan were approved by the Development Control Committee on 19th March 2008 following a period of public consultation between January and March 2008, including a public exhibition held on 4th February.

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THE CANAL CONSERVATION AREA APPRAISAL

1. Introduction

1.1 The Canal Conservation Area is located within the city of Nottingham just south west of the city centre and directly south of Nottingham Castle and The Park estate.

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

1.3 The appraisal has been prepared in accordance with guidance produced by English Heritage and is supported by the policies in the adopted Nottingham Local Plan. The appraisal examines the historical development of the Conservation Area and describes its present appearance in order to assess its special architectural and historic interest. Its purpose is to assist in the consideration of planning applications to ensure that new development helps to preserve or enhance the character or appearance of the Area.

2. Summary of Special Interest

2.1 The area represents the development of part of the Nottingham Canal and its surrounding area from its construction in 1793 through its development in the 19th century and regeneration in the late 20th century. Located around the town wharves the area comprises a commercial and industrial hub that found a new office and residential focus in the late 20th century. Consequently the area comprises a mix of industrial, commercial and residential elements represented by 19th and 20th century buildings focussed on the canal and the street network.

2.2 There is a strong separation between the canal basin and the streets that border and run parallel to it. Whilst the canal basin has an industrial and functional character, the properties fronting the surrounding streets have a greater architectural and decorative appearance.

LOCATION AND SETTING

3. Location and topography

3.1 The Conservation Area is situated immediately to the south of the City centre and within the flat expanse of the River Leen floodplain. Before the construction of the canal the area comprised part of the course of the River Leen as it ran around the

foot of Castle Rock. Following the construction of the canal the Leen was diverted and the meadows that lined its banks were developed into wharves and then into an intensely developed industrial and commercial urban landscape.

4. General Character and Plan Form

4.1 The layout of the Conservation Area is based on two roughly parallel transport routes formed by the canal and by Canal Street and Castle Boulevard. Carrington Street marks the eastern edge of the Area, whilst Wilford Street, which marks the junction of Canal Street and Castle Boulevard, while the Wilford Street bridge demarcates two distinct sections of the canal. Overall the Conservation Area forms a loose grid pattern of streets and paths, all of which derive from the course of the canal.

4.2 There is a marked separation between the canal and the streets that creates two distinct types of environment. The streets interlink and are part of the highway network of the City. By comparison the canal appears to cut through the City; generally below the level of the surrounding streets and is a largely pedestrian and recreational area dominated by water. Links between these two environments are few and restricted to the various bridges, which provide expansive views of the canal in its setting. Some side lanes leading back from Canal Street and Castle Boulevard to the canal do exist but they are mostly truncated and views along them blocked.

4.3 Within the separate environments of canal and street there are further distinctions. The canal is clearly separated into two sub-areas by Wilford Street: east is the civic square of Castle Wharf and west is the more linear and informal Duke's Wharf (Duke's Wharf is meant throughout the appraisal in the historic sense, this is the area of wharves owned by the Duke of Newcastle and not the modern block of apartments of the same name). Carrington Street, Canal Street and Castle Boulevard have their own distinctive appearance despite having buildings of similar date, scale and function. Wilford Street is dominated by the Evening Post Offices and traffic; its remaining historic buildings appearing slightly lost and overshadowed. Hope Drive and the section of Peveril Drive within the Area are visually more part of the Park and Castle Conservation Areas than that of the Canal. The character of these sub-areas is described in detail within Section 9.

5. Landscape Setting

5.1 The Area is a part of the urban landscape of Nottingham sandwiched between the railway and Castle Rock to the south and north respectively. Set within a flat landscape views between the Conservation Area and surrounding areas are limited with the exception of Castle Rock, which dominates Castle Boulevard and Canal Street and occasionally other areas through glimpses in the building line.

6. Origins and Development

The Early History of the Nottingham Canal - 1790 to the 1830's

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

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

6.3 Fortunately for the Canal's shareholders the canal proved to be a success, returns started off slowly but increased in value steadily through the early decades of the 19th century. Outstanding debts were paid off in 1804 and dividend payments started the following year. The principal cargo transported was coal from the various collieries located along its line. Iron, stone, lime, manure and a little farm produce was also transported.

6.4 Between 1801 and 1841 the population of Nottingham increased from 28,900 to 50,700 as the framework knitting and lace industries became established. The canal would have been one of the main transport arteries of the city at this time becoming an important feature in the burgeoning industrial city.

6.5 Little survives from the earliest period of the canal's history save the basic course of the canal and the Castle Lock, both of these would have been repaired repeatedly over time (Figure 1). The town wharves which were opened up by the first phase of canal building in 1793 were located to the east of Wilford Street and run parallel to Canal Street up to Bridge Street and London Road. To the west of Wilford Street were the Duke's Wharves sandwiched between the canal and the old course of the River Leen. The junction of the River Leen and the Canal created a small spur or land called Albion Wharf on which small warehouses were built, later to be occupied by the British Waterways Warehouse. The Navigation Inn, Wilford Street was in existence by the 1820's yet the present building dates from the mid 19th century. It was once the terminus for a ferry that ran from Leicester to Nottingham.

The Coming of the Railways 1840's to 1900's.

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

6.7 The decline of the canal was gradual and the area was quickly absorbed into the rapid industrial growth of the city. By the 1880's the town wharves had been largely filled in with warehouses, stone and building merchants, factories, workshops and saw mills (Figures 2, 14 & 19). Mixed in with these were public houses and small shops. Only the Duke's wharves and the area now known as Castle Wharf retained their docking channels, albeit on a reduced scale. This new type of development took advantage of the canal to bring in and ship out their supplies even if it was only to the nearby railway goods yard. They established an architectural pattern that is very characteristic of the canal where the front face of a building, onto the street, is ordered and decorative whereas the canal face is plain, functional and industrial.

The Creation of Castle Boulevard

6.8 In 1884 Lenton Boulevard, now Castle Boulevard was created north of the canal running over the course of the River Leen and at the foot of Castle Rock. The boulevard was one of several improvements the city corporation initiated in the late 19th century to improve the economic and social health of the city. As its name suggests it is a wide tree-lined street attractive to both pedestrian and road traffic. Its creation opened up a new area for development and a flurry of new factories, show rooms and houses were constructed along its length from the 1880s to the 1900's. Many of these buildings have survived and still define the Area (Figures 3 & 20). It is clear that a certain standard was set for these buildings which befitted the boulevard and the neighbouring Park estate.

The First Half of the 20th century

6.9 For the first two decades of the 20th century canal traffic remained significant enough for the Trent Navigation Company, who now were responsible for the canal, to erect a large warehouse on Albion Wharf in around 1919 (Figure 15). However returns for the whole canal were small, for example tolls were just around £1000 in 1916, and the canal started to suffer from lack of maintenance. In 1928 only the section from the City to the Trent remained open to traffic and in 1938 the section from Langley Mill to Lenton was officially closed. By the time the British Transport Commission (later British Waterways) took over responsibility for the canal in 1948 the remaining water born goods traffic was disappearing in favour of road transport.

6.10 The area around the canal continued to flourish and develop during the first half of the 20th century. Carrington Street, as it appears today, is a creation of the turn of the 20th century with prestigious large office and shop developments with well-detailed front elevations in various styles. The factories, show rooms and small shops of Canal Street, Wilford Street and Castle Boulevard continue to produce and sell a variety of household and industrial goods.

Regeneration and Transformation: the second half of the 20th century to the present

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

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

SPATIAL ANALYSIS

7. Character and Inter-Relationship of Spaces

7.1 The Conservation Area is not a cohesive and discreet entity. It contains a number of distinctive sub areas (see section 9) and some parts of the Conservation Area, such as Carrington Street and the northern side of Castle Boulevard, have stronger physical and economic connections with their immediate adjoining areas of the City than with the canal basin.

7.2 The canal basin does however create a distinct environment separated from and at lower level to the surrounding streets and it restricts cross movement to the four bridge crossings. The canal basin is also a principal and attractive pedestrian route compared to the heavily trafficked routes that characterise the surrounding streets.

The canal basin itself is divided by Wilford Bridge, separating the social focus of the Castle Wharf from the more quiet residential focus of the former Duke's Wharf.

7.3 The architectural styles of building varies between their street and canal side frontages and this difference contrasts a well-detailed 'public face' with a working 'industrial face'. This gives the streets a sense of unity, though there are marked differences between them as the commercial pattern established by Carrington Street shifts to a more industrial 'workshop' nature along Canal Street and the first part of Castle Boulevard which in turn starts to merge residential and workshops at its western end.

8. Key Views and Vistas

8.1 Views within the Conservation Area are largely channelled along streets or along the canal with little visual and physical connection between them. An exception to this is the various bridges, which provide a vantage point to view the canal and the Conservation Area within a larger context (Figures 15 & 16). Seen from the canal, bridges impede, stop or frame views producing the distinction between the former Castle and Duke wharves. The lower position of the canal gives surrounding development a strong sense of scale.

8.2 It is views between the Area and its surroundings that are most significant. It is impossible to experience the Conservation Area in isolation, even from the lower vantage point of the canal. The dense and complex environment of the City centre constantly makes for changing and varied spatial relationships. For example the southern section of Carrington Street visually and stylistically ties-in with the station, yet the vista north terminates at the blank mass of the Broadmarsh Centre, whilst on the bridge views east and west take in the course of the canal through the city. The most significant of these relationships are between adjoining Conservation Areas, most notably the Castle and the Park Conservation Areas. Nottingham Castle and castle rock increasingly dominate, both visually and physically, the canal basin, Canal Street and Castle Boulevard as one moves west through the Conservation Area (Figures 10 & 21).

CHARACTER ANALYSIS

9. Definition of Character Areas

Sub Areas

9.1 The grid-like layout of the Conservation Area divides the main streets off from each other and the canal from the streets. The character of the canal is then further divided by Wilford Street. Consequently the following sub-areas can be identified, each with its own character:

- Canal: Castle Wharf

- Canal: Duke's Wharf
- Carrington Street
- Canal Street
- Wilford Street
- Castle Boulevard
- Peveril Drive and Hope Drive

The Canal: Castle Wharf

Townscape

9.2 The canal divides this area into two separate banks, and whilst it may physically divide the Area, it also unites it by defining its linear form and its history. The south bank contains the linear pedestrian route provided by the towpath, behind which are the Magistrates Courts; whilst the north bank is more densely developed and varied, containing remnants of the working heart of the canal, that is the former warehouses and wharf water channels, as well as contemporary office and restaurant developments (Figures 12 & 13). However, a narrow metal bridge crossing the canal mid-way between Carrington Street and Wilford Street connects the two banks.

9.3 To the east is Carrington Street, which is significantly higher than the canal basin. The height difference accentuates both the scale of the commercial buildings along Carrington Street and the feeling of separation the canal has from the City centre. To the west is Wilford Street, which is more open. Being flat rather than arched, both the Carrington Street and Wilford Street bridges impede long views along the course of the canal.

9.4 Regeneration has breathed new life into the area, helping to conserve some of its most important historic buildings. At the same time the industrial character of the area has been replaced by a more social and mixed environment. Within this new context the remaining historic buildings and features are undeniably given prominence yet their original context is lost or overshadowed. Rather they have become historical set-pieces within a contemporary environment.

Buildings and Structures

9.5 The **Canal** is the main structure within the area and also the oldest. Roughly finished sandstone lines its top edge whilst simple cast iron railings separate it from the main seating areas on the north bank. The remnants of a cut to the former railway goods yard can be found on the south bank. This now terminates in a simple semi-circular brick-lined water feature facing the Magistrates Court. The towpath crosses this cut via a low-arched **brick bridge** (Figure 12)**.** The bridge presumably dates from the same time as the cut that is from shortly after the creation of the first railway station in 1848. The bridge is the only significant structure on the south bank and is of a simple utilitarian character yet with an elegant rise and sweep that makes it an attractive prominent feature.

9.6 Moving from east to west the first building of interest on the north bank is nos. 38 to 48 **Carrington Street** which towers above the canal basin. The range of timber sash windows and basic treatment of the side and rear elevations contrasts strongly with the ornate front face and marks an immediate change of context from the commercial street to the industrial canal-side.

9.7 Adjoining the rear backyards of this building is a range of 19th century **two-storey outbuildings**, now housing a canal-side bar. The south gable of the outbuildings is built onto the canal and contains two wooden loading doors. It is not a prominent building but the last remnant of a building type that would have been a very common feature along the canal, especially up to the late 19th century.

9.8 Set back from the outbuildings is the grade II listed **Fellows Morton and Clayton warehouse** (Figure 14; see also Section 9.17). Though constructed in 1894 its simple utilitarian style and 'M' shaped roof is redolent of a more mid-19th century date. At the canal edge a loading cut runs up to a central loading door, either side of which are loading platforms with cobbled surfaces and **two small manual loading cranes**, which are separately listed grade II.

9.9 The next significant historical building is the **British Waterways warehouse** (Grade II listed, Figure 15) built in 1919. Situated forward of the main building line and at six stories high, the building is a prominent landmark within the canal basin and surrounding area. It is another utilitarian structure and unlike many of the factories and warehouses in the area it does not have an ornate public face. This does not mean that it is an unattractive structure. Rather its great mass and bulk is relieved and ordered by a regular pattern of loading doors and window openings. Its rectangular shape accentuates and follows the course of the canal. Its recent conversion has been subtle and its external elevation is relatively uncluttered.

Canal: Duke's Wharf

Townscape

9.10 By comparison to Castle Wharf, Duke's Wharf to the west of the Wilford Street bridge is a much quieter and less distinct area. The Conservation Area generally follows the canal towpath along the southern bank, which is bordered by the Inland Revenue offices and then the Castle Meadow retail park. On the north bank the industrial theme, established along Castle Wharf, continues as far as Castle Court when it gives way to the residential apartments of Castle Quay and Duke's Wharf (Figures 16 & 17). The sparsely wooded banks of the Tinker's Leen, which runs in a ditch parallel to the tow path, and planting on the southern boundary of the Conservation Area go some way to soften the impact of the office and retail developments but when combined with the apartments on the north bank, the impression is that the canal and towpath meanders through a modern built townscape of little or no value to the historic character of the Conservation Area.

9.11 This impression changes slightly at the eastern and western entry points to this character area. At the eastern end the canal, Castle Lock, Navigation Inn, Wilford Street Bridge and a boundary marker combine to produce a very traditional scene, reminiscent of the canal's industrial past. It is also the oldest grouping of features within the Conservation Area. At the western end, a few light-industrial buildings on the north bank date from the late 19th century. A simple wooden footbridge connects to Castle Boulevard where a different character of the Conservation Area emerges.

9.12 Views along the canal and out of the Conservation Area are important here. The Castle and Castle Rock become more prominent, appearing in between gaps in the building line or over the roof-lines, its status accentuated by the sparse environment from which it is seen. Views east gradually reveal the Trent Navigation Warehouse in the foreground of which is the pleasing grouping of features around Wilford Bridge.

Buildings and structures

9.13 The construction of the **canal** remains the same as for Castle Wharf, though the stone edge gradually becomes replaced or covered by a dull grey concrete as it moves west. **Canal Lock** (Figure 1) is one of the few remaining locks along the canal and is an integral and important feature of the Area's heritage. Though repaired many times and subject to minor improvements, the lock is part of the original construction of the canal in the 1790's and employs a technology that has changed little from that time. Adjacent to the lock is a **cast-iron parish-boundary marker** of 1869 which is grade II listed structure.

9.14 The rear elevations of two grade II listed buildings, which front Castle Boulevard, can be seen from the section near Wilford Street bridge. The rear of **Viyella House** was until the late 20th century a jumble of factory buildings. In the 1980's these buildings were demolished and a simple blank office block added onto the rear of the main building. What was once a haphazard industrial scene is now a smart but bland elevation in contrast to the striking art-deco front elevation. **Castle Court's** canal side elevation survives and comprises two brick blocks with a chimney to one corner (Figure 6). The basic design is similar to the Trent Navigation warehouse, a heavy block of brick is given a little life and order by a regular pattern of windows and door openings.

Carrington Street

Townscape

9.15 The small part of Carrington Street within the Conservation Area comprises of three large late 19th early 20th century commercial buildings grouped around the canal bridge. Taken in a wider context this section links with both the original and current railway stations to form an historic environment of considerable quality and show. Unfortunately the potential of this gateway into the city is markedly reduced by the poor modern shop fronts and signs that clutter the buildings.

9.16 Carrington Street clearly illustrates the complexity of the city centre environment by drawing together various views. Views across the canal contrast the variety and interest of Castle Wharf to the west with a more uniform and uninteresting aspect off to the east. The view down to Castle Wharf is probably the best vantage point from which to view this important part of the Conservation Area.

Buildings

9.17 The three large commercial buildings are **nos. 28 to 48, 89 to 97** *&* **99 to 107 Carrington Street.** They date from around 1900 and are all of similar height, purpose and style giving this part of Carrington Street a cohesive period character. The architectural style borrows from the Flemish and French Renaissance revival and is characterised by highly detailed and articulated facades (Figures 22 *&* 23). Unfortunately the once similarly ornate shopfronts have been lost or obscured, visually separating the ground floors from the upper stories.

9.18 **Carrington Street bridge** is a cast-iron flat bridge of the mid to late 19th century. It is a largely functional structure with architectural detailing limited to the parapet, the only visible part of the bridge from Carrington Street. The parapet is simply detailed in a gothic style and comprises a moulded handrail and panel of diamond armed crosses set in circles.

9.19 On the south west side of the bridge is a small **brick tower** which may have been a toll-booth for the bridge or canal or both. Just south of this structure is a pair of stone **gate piers** that were built for the original railway station of 1848.

Canal Street

Townscape

9.20 Only the southern section of Canal Street from Carrington Street to Wilford Street lies within the Conservation Area. It is a short section of six buildings: four historic buildings at the junction with Carrington Street and two modern buildings at the junction with Wilford Street. They are divided by a side street which leads to the wharf side. The four historic buildings comprise the corner return of 28 Carrington Street, the former Fellows Morton and Clayton offices and warehouse (both grade II listed building), and the former Hardwick factory, 44 Canal Street (Figures 23, 2 and 19 respectively, excluding the offices). The two modern buildings are the British Telecom Castle Wharf offices and the corner return of the Evening Post Offices.

9.21 The pattern of development is typical of the city centre: tall buildings of four or five stories are built adjoining each other or closely spaced (Figure 18). They form a uniform building line directly onto the pavement. The scale and mass of the buildings combined with the narrowness of the pavement and width of the road creates a strong sense of enclosure. An exception to this pattern is the Fellows, Morton *&* Clayton buildings: the offices are a relatively diminutive two stories whilst the warehouse is set back behind its own railings and treed courtyard.

9.22 Though there are broad similarities of scale and materials, each building is distinct from its neighbour and the view down the street takes in each individual building in turn. A sense of rhythm is created by the verticality of the buildings, a feature that is emphasised by the prominent use of gables and gablets. The British Telecom offices is noticeable for picking up on this reference, otherwise its bulk may well have over-dominated the street.

9.23 Unfortunately Canal Street is dominated by the inner ring road which adds to the sense of enclosure in an oppressive way for the pedestrian. It also serves to separate the southern side of the street from the poorer quality development on the north side, which lies outside of the Conservation Area. Associated with the road is the clutter of road signs, lights and barriers which cluster around the junction with Wilford Street, Castle Boulevard, Maid Marion Way and Greyfriar Gate. Unavoidable as such features may be, they do impede the visual connection with Castle Boulevard, which is focussed on nos. 2 to 6 Castle Boulevard and the Castle that rises above it. Views east present a haphazard appearance as a mix of historic, post war and modern buildings, of varying quality, combine with the busy road system and pedestrian crossing. Whilst this mix is part of the normal pattern of a large city it does dilute the visual value of what are an important and impressive group of buildings.

Buildings and Structures

9.24 The **Fellows Morton and Clayton offices and warehouse** are extremely important survivals of the canal's history (Figures 2 and 14). Not only were they built by a national water carrying company they represent a trade that was once common in the area and one of a few instances where both offices and industrial building survive intact. The plain style of the warehouse seems to come from an earlier time than its 1895 construction suggests. The offices are designed with a mix of gothic and classical details, the application of which is heavy and gaudy comparative to its size: having the pretension of its taller neighbours but none of the stature. These differences make the pair of buildings conspicuous despite the fact that they are smaller than the most surrounding buildings. The recessed siting of the warehouse also adds distinctiveness, though this is undermined by the front yard being used as a car park and the garish poorly placed signs on its front elevation. A set of separately listed **gates and gate piers** are found to the front of the warehouse and have the similar over-gilded quality seen in the office.

9. 25 **No. 44 Canal Street** (Figure 19) is a tall and thin brick building of around 1890 that is a well-designed example of a factory built in a Flemish Renaissance revival style. A modern bar front has been crudely inserted on the ground floor but its architectural quality is still clearly expressed above and on its west elevation. The name 'Hardstaff' seen between the third storey windows and the pediment relates to a previous company that made perambulators and wicker furniture. It is both an attractive building and a good example of the type of manufacturing that took place in this area at the end of the 19th century and first half of the 20th century.

9.26 The **British Telecom offices** and **Evening Post offices** are the best examples of architecture from the 1990's regeneration programme. Whilst their construction led to the demolition of a significant number of historic buildings they display an understanding of context whilst retaining a completely modern form and style.

Wilford Street

Townscape

9.27 Like Carrington Street only a small section of Wilford Street, which is centred on the canal bridge, is located within the Conservation Area. The presence of the Evening Post offices, Inland Revenue Offices, City Archives and Lock House in close proximity give the area a modern aspect, within which a group of three historic buildings, located on the northwest side of the street, appear lost. Their sense of isolation is emphasised by the dominance of the road and traffic, which also makes for an uncomfortable pedestrian environment.

Buildings

9.28 There are three buildings, **nos**. **2 to 6 Bridge Street**, which are of historic interest (Figure 24). They form a group which represents the variety of small-scale development that was once common in this area. **No. 2 Bridge Street** is a late 19th century building that was variously a straw merchants, estate agents and plumbers merchant. It is notable for having a richly decorated façade, in a gothic revival style that largely survives in its original form. **No. 4 Bridge Street** is another late 19th century building that contrasts with no. 2 Bridge Street through having a simpler classical style. It was confectionary manufacturers up to the turn of the 19th century, after which is recorded as being a builder's merchants. **The Navigation, 6 Wilford Street** was first recorded in the late 18th century yet the present building dates from the mid 19th century. It is a classic example of a working-class public house that was once intimately connected to the working life of the canal.

9.29 **Wilford Street Canal Bridge** is of the same date, form and style as the Carrington Street bridge. Visually it is closely connected with Castle Lock and The Navigation public house forming a traditional grouping of features reminiscent of the canal's heritage.

Castle Boulevard

Townscape

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

9.31 The boulevard follows a straight obviously planned course that creates a strong building line. The majority of buildings date from shortly after the creation of the Boulevard in 1884 and though of various designs, functions and scales there are sufficient similarities, in terms of materials and details, to ensure a sense of cohesion. Another unifying feature are the two rows of trees that line either side of the Boulevard (Figure 20).

9.32 There are two locations where the relationship with other Conservation Areas is important and the character of each is inseparable. The first is around Peveril Drive where a break in the building line allows the foot of Castle Rock to dominate the street-scene. This impact is complimented by simple planting and a collection of late 19th century industrial buildings around and facing the drive: Impact House, Castle Court, Brewhouse Yard and the Nottingham Corporation Waterworks building (the last two are within the Castle Conservation Area). The second area is the junction with Hope Drive and Fishpond Drive where another break in the building line reveals the Park Estate, in fact the residential aspect of Castle Boulevard can be seen as extension of the Park estate at least in the aspiration to create an attractive residential area.

9.33 The Canal itself is not visible from along Castle Boulevard. Even the side streets that once led to workshops and the canal-side have been truncated and the connection lost. The side streets are, from east to west, **Wharf Road**, **Haslam Street** and **Palatine Street.** The character of each of these streets is unremarkable except for where they allow the side elevations of properties along the boulevard to be seen, most notably no. 129 Castle Boulevard, William Woodsend Builders.

9.34 Modern development along Castle Boulevard has been bland and over-scaled in comparison to its historic surroundings. Nos. **1 to 23 Hope Drive** is a block of apartments built in between terraced houses. It fronts both the boulevard and Hope Drive and fills a gap in the building line with a weak and overlarge imitation of its neighbours. **Castle Quay** where it fronts the boulevard is a series of unimaginative cubes that significantly dulls down the character of the street around it. A gap site currently exists to the east of no. 129 Castle Boulevard and requires a more sensitive or imaginative redevelopment scheme.

Buildings

9.35 The density and quality of historic buildings along Castle Boulevard is so consistent that each one can be seen to contribute to the overall picture. The omission of a property in this section does not mean that it makes no contribution to the character of the Conservation Area.

9.36 The residential properties can be dealt with together despite variations in groupings and form. They comprise a mix of terraced, paired and detached properties (in that order of frequency) and are typical lower-middle to middle class houses of the late 19th century. Their style is based on the subtle and well-ordered use of gothic and

'Queen Anne' details. Stone is often used to pick out window and door openings and original windows are vertical sashes with two to four panes. Window replacements in plastic double glazing account for around half of the properties, a relatively low number considering the volume of traffic on Castle Boulevard.

9.37 The best grouping of notable historic buildings can be found from Wilford Street to Peveril Drive. Nos. **2 to 6 Castle Boulevard** is a former lace and blouse factory built in 1907 (Figure 21), it has a strong horizontal rhythm as well as a good retention of windows and doors. It is located at the transition point between the predominantly commercial City centre and the mixed commercial and residential uses that are located on the fringe of the City centre and acts as a focal point at a busy road junction.

9.38 **Newcastle House** was built in 1931 – 33 by FA Brodhead as the headquarters and factory for William Hollins & Co, manufacturers of Vyella fabric, and although its original windows have been replaced it is a grade II listed building. It is a large Art Deco building, and a distinctive landmark whose presence is only diminished by Castle Rock opposite (Figure 4).

9.39 **Castle Court** is somewhat overshadowed by its neighbour Newcastle House, yet is one of the most complete examples of a late 19th century canal-side industrial building in the Conservation Area (see also Canal Street: Fellows, Morton and Clayton Warehouse). It was built in 1894 by the locally prominent architect Watson Fothergill for Simons and Pickard, paper merchants (Figures 5 & 6). It is a grade II listed building.

9.40 **Impact House** is another former factory building used variously for a paper merchant, cigar manufacturer and blouse manufacturer. Like surrounding factories it has an ornate façade in a renaissance revival style. Of particular interest is the curve of the building around the corner of Peveril Drive which softens any visual interruption the building might make to the foot of Castle Rock.

9.41 Within the western half of the boulevard the non-residential buildings are considerably smaller and less ornately decorated. Good examples of this type of building are **nos. 129 (William Woodsend Ltd), 131 and 167 Castle Boulevard**. Trade directories suggest that William Woodsend has been located within the building from shortly after the creation of the boulevard in 1884. Externally the building retains its original features as well as signage. **No. 131 Castle Boulevard** is a smaller version of the factories seen in the eastern section of the boulevard with a strong architectural design in renaissance revival style. It was built as a regional branch for the London based Whitbread Brewers Ltd. **No. 167 Castle Boulevard** is noticeable for its minaret and clock tower and is a distinctive landmark at the entrance to the Conservation Area. The initial impression of this building was that it might have once been a religious building yet was a chemical factory owned by the Nottingham Chemical Company. It is an unusual building if not the most architecturally well-detailed and built. A modern shop front relates poorly to the building, detracting from

the overall character. Opposite is **Dominion House,** a distinctive inter-war showroom designed with two wings standing either side of a distinctive recessed curve which houses the main entrance and provides an attractive backdrop on the approach to Castle Boulevard from the bridge over the canal.

9.42 Standing alongside the footpath leading to the canal is **no 163 Castle Boulevard,** a late Victorian villa with prominent bays to the road and partially rendered gables and pitched roof porch to the side elevation overlooking the footpath.

Hope Drive and Peveril Drive

Townscape

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

9.44 The area consists of terraced housing along Hope Drive whilst the short stretch of Peveril Drive within the Conservation Area consists of two detached houses. The houses are similar to those along Castle Boulevard in that they are well-built examples of their time and were built for a middle class clientele. Peveril Drive has a close visual and physical relationship to Castle Rock and the low-scale and quality of development is central to forming the special character of this area. The Castle and Castle Rock dominate the view north east along Hope Drive creating a picture of great visual interest (Figure 10).

9.45 Though all buildings in this area are unlisted only two houses have installed plastic windows and consequently the original character of the houses remains largely intact.

Buildings

9.46 The quality of historic building is of a fairly uniform standard though those properties on Peveril Drive (**nos. 1a & 2a Peveril Drive**, Figure 25) and to the top of Hope Drive (**nos. 1 to 3 Hope Drive**) are the most distinctive.

10. Prevailing or Former Uses of the Buildings

10.1 The Conservation Area has always had a diversity of land uses, mixing residential with industrial and commercial buildings alongside buildings associated with the canal. The Area is now intensively developed and office and retail land-uses predominate.

10.2 Castle Wharf is a popular leisure space with several bars and restaurants. Carrington Street is very much retail based with some office space at upper levels and in this respect can be seen as an extension of the City centre. Canal Street

contains many large and important office buildings used by such companies as British Telecom and the Nottingham Evening Post. Castle Boulevard is more mixed: the eastern section continues the large office use of Canal Street yet as it proceeds west it becomes noticeably mixed with an increasing proportion of residential uses. The canal is an important pedestrian route into the city and all the major streets are busy traffic routes.

ARCHITECTURAL AND HISTORIC QUALITIES OF BUILDINGS AND THEIR CONTRIBUTION TO THE AREA

11. Contribution Made by Key Buildings

11.1 The quantity of fine late 19th and early 20th century buildings within the Conservation Area is considerable and despite the amount of modern development and high traffic levels the area remains predominantly historic in character. Specific listed and unlisted buildings of note are picked out in bold within section 9. Of the unlisted buildings, the large commercial and workshop buildings along Carrington Street, Canal Street and Castle Boulevard make the strongest contribution. All these buildings date from the late 19th century to the first part of the 20th century and are characterised by their strongly detailed and ordered frontages designed to various classical revival styles.

12. Prevalent and Traditional Building Materials

12.1 The majority of historic buildings within the Conservation Area date from the 1880's to 1900's. They comprise a wide mix of building types: warehouses, factories, showrooms, workshops, offices, shops and houses. Moving from east to west the scale and type of development gradually changes from large three or four storey industrial and commercial blocks to two-storey houses and workshops. The architecture is, typically for this period, decorative and stylised. In terms of stylistic influence there is a bias towards to Renaissance revival styles with the larger industrial and commercial buildings, whilst the smaller buildings are more Gothic or Tudor revival in derivation. The chief building material is a deep red-orange brick and roofs are all of slate. Detailing is mostly picked out in sandstone, though brick and terracotta is also found in places or mixed in with stone.

12.2 Buildings adjoining the canal have two faces: usually a highly decorative street face with a more functional and plain canal face; architectural detailing is rarely used yet elevations remain ordered and balanced. A good example is Castle Court, Castle Boulevard (Figures 5 & 6): facing the boulevard is a wide three-storey building with a striking front elevation reminiscent of a French Chateau. Viewed from the canal the building is made up of two solid square blocks of brick with a regular pattern of large windows and little architectural detailing. This contrast would have been much stronger in the late 19th century and 20th century than as it is now, such is the impact of recent regeneration on the canal and the desire to have a primary frontage to the canal.

13. Local Details

13.1 Historic buildings within the Conservation Area reflect changing trends in popular architecture more than any local vernacular style although it is likely that brick and some of the stone was sourced locally and the types of buildings reflect the specific economy of the city. Similarly the width of the canal, its construction, surfacing and machinery (in this case, Castle Lock and cranes by the former Fellows, Morton and Clayton warehouse) reflects their age and functional purpose.

13.2 Boundary walls are not a strong feature of the Conservation Area as most buildings are built directly onto the street. As Castle Boulevard becomes more residential, at the western edge of the Conservation Area, low brick front boundary walls become more common, especially to nos. 42 to 56 Castle Boulevard. The northern side of the canal is faced in variety of stone, bricks and concrete: remnants of the various wharves, warehouses and factories that once lined it. Railings and gates are not common though the gate piers to the Fellows Morton and Clayton warehouse are listed grade II and a large set of traditionally detailed railings separates the Park estate from Castle Boulevard.

13.3 Shopfronts are mainly confined to Carrington Street with occasional instances along Castle Boulevard. Office, bar and restaurant signs are found throughout and are often placed on buildings without a dedicated space for signage, sometimes subtly but many are over-large and garish (Figure 11). The original quality of many surviving shopfronts has been reduced or obscured by the additon of new flat plain fascias of various sizes and styles. Along Canal Street and Castle Boulevard the quality of signs marginally improves: becoming more restrained as the area becomes less commercial. The builders' workshop and offices of William Woodsend Ltd retains a traditional painted sign across its front and side elevation. On Wilford Street, an original merchant's frontage survives to 'Heroes Bar' 6 Wilford Street.

14. The Public Realm

14.1 Considering the amenity value of the canal side there is little in the way of public seating. Rather seating is provided by bars and restaurants in such numbers and styles to visually clutter the northern bank of Castle Wharf. Simple iron railings are also found on the northern at the edge of the canal bank and are an attractive feature. The impact of road traffic along Canal Street, Wilford Street and Castle Boulevard has led to a significant amount of signs, lights and barriers all of which have been installed with, seemingly, no reference to the character of the Conservation Area or views from the Conservation Area to the Castle.

14.2 Tarmac is the predominant pavement and road surface along the streets and is often edged by pink granite kerbstones. An exception, Carrington Street has stone paving slabs edged with granite kerbs. The canal towpath is paved with moulded concrete setts along its length and around Castle Lock the path is edged with the original stone setts and kerb stones.

15. Contribution Made by Open Spaces, Trees and Hedges

15.1 The combined canal and towpath provide a strong linear open space reaching into the heart of the city. This sense of openness on the southern side is enhanced by banks of informal naturalised planting, most notably along the Tinker's Leen, west of Wilford Bridge (Figure 9).

15.2 The regeneration schemes of the 1990's have made use of the canal as an attractive piece townscape and have created informal areas of open space that physically and visually unite Castle Wharf, the Magistrates Court, Carrington Street and Wilford Street. By contrast the section west of Wilford Street is a more typical of a canal-side path running between the adjoining buildings and the quality of this open space is less dynamic.

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

15.4 Tree cover is significant along Castle Boulevard, which is lined by London planes that are generally in a good condition with a long life expectancy and which make a significant contribution to the character and appearance of the Conservation Area. The naturalised planting alongside the canal towpath contains mainly self-set willows, ash and sycamore and these enhance the natural appearance of the canal, particularly where they screen large modern buildings, such as the retail park, from view. However there has also been some inappropriate planting of exotic species, such as the Norway maple, which will as they mature have an adverse impact on the local habitat of the water vole, a European protected species.

16. Extent of Loss, Damage or Intrusion

16.1 Since designation the regeneration of the area has led to the loss of a considerable number of historic buildings. New architecture is self-assuredly contemporary yet reflective of its context, in its basic form and materials, although the results of this approach are mixed. The Castle Wharf BT building (Figure 7) has a distinctive presence that strongly reinforces the established rhythm of gables along Canal Street. The Evening Post office presents a dominating yet gentle curve to the Canal Street and Wilford Street junction. Both can be said to define and fit in with the character of the area. In comparison the residential development on the northern bank of the Duke's Wharf is typical of the basic approach to design that characterises many contemporary apartments but which does not reflect traditional canal-side architecture (Figure 8).

16.2 The extent of modern development is unusually great for a Conservation Area. The Castle Wharf development when experienced from the canal, where it is seen in conjunction with the Magistrates Court, creates a largely modern character within

which historic buildings and structures appear as features rather than part of a coherent environment. Further west the combination of the Duke's Wharf housing development seen in conjunction with the Inland Revenue offices creates a modern character to the area, within which the only real sense of history comes from the canal and views of the Castle.

16.3 However in order to promote regeneration initiatives while maintaining the present balance of traditional historic buildings and modern developments it is important that there is no significant loss of the surviving historic buildings and fabric, as this could severely undermine the remaining historic character of the Conservation Area.

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

17. General Condition

17.1 Considering the decline of manufacturing and the industrial and commercial redundancy of the canal the Conservation Area is well-maintained and the occupancy rate of buildings is high. Regeneration has brought a new focus to the area and is likely to benefit the area for the foreseeable future. The retention rate of historical details and features in those surviving historic buildings is high within non-domestic buildings and fair to good within domestic buildings, with just over half retaining their original windows. One exception is the shopfronts along Carrington Street which have largely been obscured by later insertions.

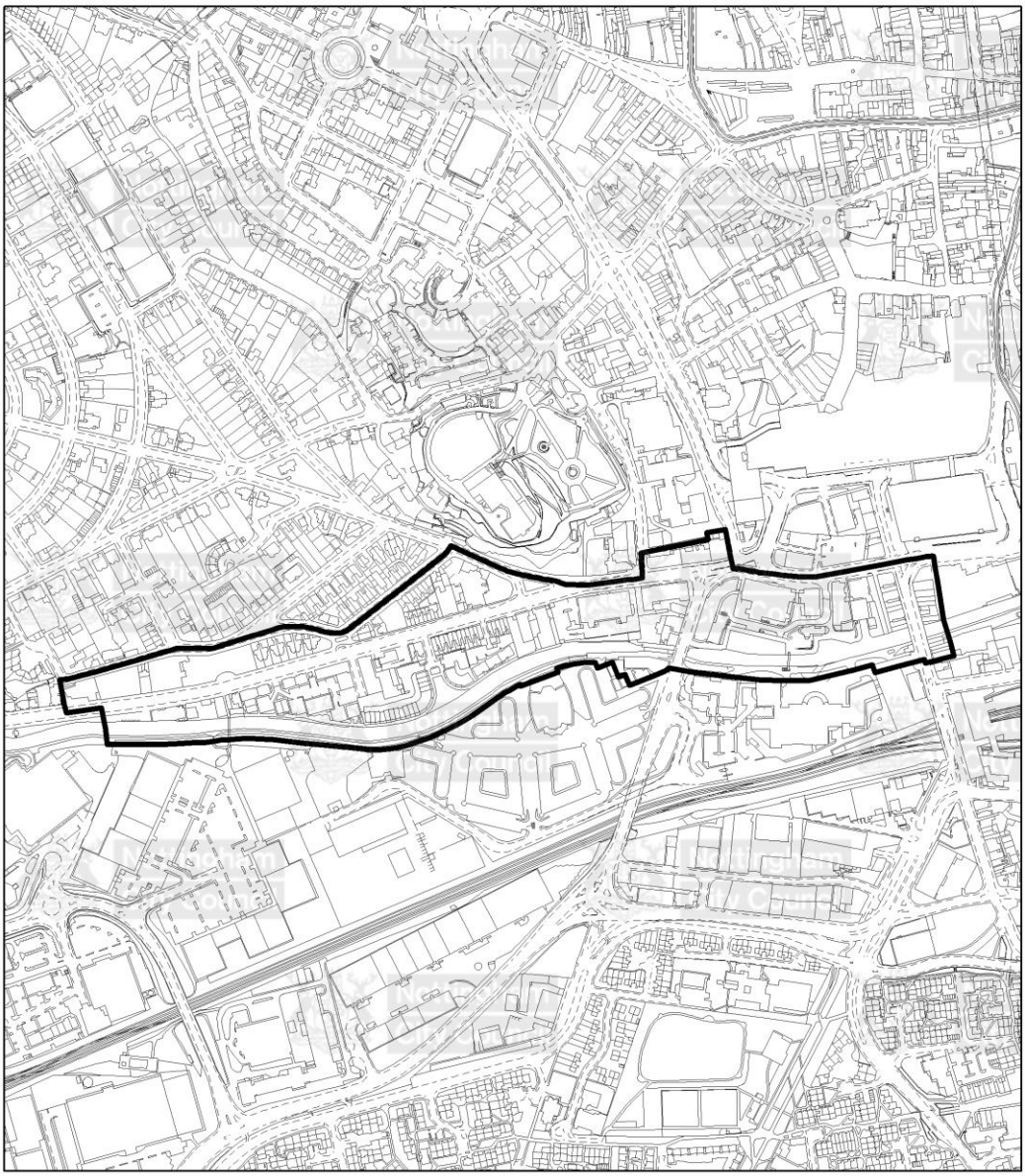
18. Problems, Pressures and Capacity for Change

18.1 The Area appears to be successful in economic and social terms and that both modern and historic buildings find ready uses. The Area does appear to offer some limited scope for future development, there are some vacant sites awaiting redevelopment and a few buildings within the Area, which detract from its overall character and appearance, may offer opportunities for demolition and redevelopment.

19. Review of Conservation Area Boundary

19.1 In compiling this appraisal, the City Council is required to review the boundaries of the Conservation Area, particularly where parts of an Area are considered to no longer possess the special interest that led to the original designation.

19.2 The Conservation Area is bordered by a complex mix of post-war, modern and historic development. Neighbouring areas of high quality historic development are contained within separate Conservation Areas. Consequently it is not felt that the boundary needs extending at this present time.



Title: **CANAL CONSERVATION AREA**

Key

Canal Conservation Area Boundary

Map produced on: 20/12/07

Map produced by: SI GIS Team

Nottingham City Council

Environment and Regeneration

N

Scale 1:6,000

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MAP 1 - CONSERVATION AREA BOUNDARY

CANAL CONSERVATION AREA MANAGEMENT PLAN

Guidance for Preserving or Enhancing the Character and Appearance of the Conservation Area

1. Introduction

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

1.2 The Character Appraisal, covered in the first part of this document, describes the historical development of the area and its special architectural interest that warranted its designation as a Conservation Area.

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

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

2. Planning Policy Context

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

2.2 Planning Policy Guidance note 15: Planning and the Historic Environment (PPG15) notes the requirement that special attention should be paid to preserving or enhancing the character or appearance of a conservation area. Furthermore the special interest and the character and appearance of conservation areas should be reflected in an assessment of the area, which is a factor to be taken into account in considering

appeals against refusals of planning permission or conservation area consent for demolition.

2.3 The adopted **Nottingham Local Plan** (November 2005) seeks to ensure that new development in conservation areas preserves or enhances the character and/or appearance of the area (**Policy BE12**) and to prevent the demolition of buildings that make a positive contribution to the conservation areas (**Policy BE13**).

2.4 In addition the adopted **Nottinghamshire and Nottingham Joint Structure Plan** (February, 2006) also seeks to protect and enhance the historic or architectural character and appearance of the landscape of the Plan Area, noting that permission will not be granted for new development unless it demonstrably conserves and enhances the characteristics of these areas (**Policy 2/12**).

Southside Regeneration Zone

2.5 The Carrington Street frontage of the Conservation Area lies within the Southside Regeneration Zone, one of three regeneration zones identified in the Local Plan where there is considered to be significant potential development opportunities. Within the Southside Regeneration Zone comprehensively designed and sustainable development proposals which improve the attractiveness and use of sites are to be promoted and encouraged (**Policy MU2**); in particular planning permission will be granted for a mix of uses on a number of named key sites including the Carrington Street/Canal Street corner (**Policy MU3.8**).

Protection of Trees

2.8 The Local Plan also seeks to protect existing trees (**Policy NE5**) and reference is made to guidance contained in '*Trees in Development Sites*' published by the City Council. The adopted **Structure Plan** also resists the loss of trees unless it can be demonstrated that there is an overriding need for the new development that outweighs their loss (**Policy 2/8**).

General Planning Policies

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

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

2.11 More general Local Plan policies relating to Layout and Community Safety (**Policy BE2**); Building Design (**Policy BE3**); Landscape Design (**Policy BE5**) and the Siting

of Telecommunications Equipment (**Policy BE18**) are also relevant with respect to any new development in the Conservation Area.

3. Southside Regeneration Interim Planning Guidance

3.1 The Carrington Street frontage of the Conservation Area also lies within the area covered by the Southside Regeneration Interim Planning Guidance (published in July 2003).

3.2 The main aims of the Southside Regeneration are the reconnection of the Meadows with the City centre; to improve the 'gateway' routes into the City centre and to promote the Southside as a major location for inward investment, in particular the development of the station as a high quality public transport interchange.

3.3 The Interim Planning Guidance in recognises that Carrington Street is a key route and townscape link between Southside, the canalside quarter, the City Centre core and the station and that's importance will be reinforced by the expansion of Broad Marsh and the proposals for Southside and the station. These proposals will result in an increased footfall along Carrington Street and will help to create a more lively and better quality environment.

3.4 On the east side of Carrington Street the Planning Guidance seeks to encourage the improvement of the Victorian buildings and the redevelopment of the area and in particular the site of the former NatWest bank on the corner of Carrington Street and Canal Street, which detract from the character of the street and the Conservation Area in general. It is envisaged that the redevelopment of this site would provide an opportunity to create a more substantial 'back to edge of pavement' corner building designed to be more sympathetic to the street and which relates to the proposals for the Broad Marsh extension.

3.5 On the west side of Carrington Street the Planning Guidance promotes the refurbishment of the existing Victorian buildings with the potential for residential uses on the upper floors while maintaining active uses continue on the ground floor onto the street.

4. Nottingham City Centre Masterplan

4.1 The Nottingham City Centre Masterplan 2005 – 2015 is a non-statutory document that seeks to establish a strategic framework for the development of a number of key sites within the city centre and to give clear guidance for the design of new buildings and public spaces.

4.2 In particular, the Masterplan promotes the development of a transport interchange at the station, upgrading of the route along Arkwright Street and the redevelopment of the Broad Marsh shopping centre. Such proposals will all help to raise the profile of Carrington Street as a major thoroughfare into the City centre.

4.3 The Masterplan also identifies a number of key views across the Canal Conservation Area towards the Castle and the Council House dome.

5. Planning Applications for New Development

5.1 Within the Conservation Area all proposals for new development must preserve or enhance its character and appearance. In addition, the Council will take the opportunity to ensure that all new development makes a positive contribution to the Area in accordance with advice in Planning Policy Statement note 1.

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

5.3 The Council's '*Design Statements with Planning Applications*' (originally published in November 2003 as Supplementary Planning Guidance and now carried forward as planning guidance to the saved Local Plan) states that design statements are essential for all developments in a conservation area. In addition, most planning applications must now be accompanied by a Design and Access Statement. These statements should clearly set out the design thinking behind an application and its local context, and show that the applicant has thought carefully about how everyone will be able to use the places they want to build.

6. Design Guidelines for New Development

6.1 Whilst there are some limited opportunities for new development within the Conservation Area, it is important that any new development improves the quality and appearance of the Area, and is sympathetic to its established character.

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

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

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

7. Shop Fronts

7.1 There are a number of longstanding commercial properties in the Conservation Area with surviving traditional shop fronts, particularly along Carrington Street. These shop fronts are considered to make a positive contribution to the character and appearance of the Area, and any future development proposals affecting these properties should make provision for their retention, and if necessary to repair and/or reinstate traditional architectural features.

7.2 Any new shop fronts will be expected to designed so as to be in keeping with the area reflecting traditional designs if appropriate and to avoid oversize fascias and a proliferation of advertising signage.

8. Retention of Key Views

8.1 The Conservation Area Appraisal and the City Centre Masterplan both identify a number of key views through the Canal Conservation Area, particularly those towards the Castle and the Council House dome.

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

9. Extensions to Existing Properties

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

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

9.3 The provisions of the General Permitted Development Order (GPDO) that determine whether planning permission is required or not are quite complex and it is always best to consult with the Planning Applications and Advice service before embarking on any

work. In summary, the GDPO allows some small-scale alterations and extensions to be carried out to dwellinghouses without the need for planning permission. However, planning permission is normally required where the extension would increase the volume of the original house by more than 50m^3 or 10% of the volume of the original dwelling to a maximum of 115m^3; or, where the height of the extension is more than 4m high within 2m of the boundary or, is higher than the highest part of the roof of the original house. In addition, extensions closer to a highway than the original dwelling and alterations or additions to a roof also need permission.

9.4 The erection of any curtilage buildings with a volume exceeding 10m^3 also need planning permission and any such buildings are also treated as enlargements to the original dwelling for the purposes of calculating the maximum permitted development allowance for any other extensions.

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

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

10. Sustainable Development

10.1 The Council is committed to more sustainable development particularly through the provision of renewable energy in regeneration and development proposals. It is now the Council's policy that all major development proposals (that is development over 1,000 square metres) should provide at least 10% of their energy use from renewable or low-carbon sources and all planning applications for major development proposals must be accompanied by an Energy Statement explaining how that target will be achieved (approved by the Executive Board 22 May 2007). This new policy is supported by Policy BE4 of the adopted Local Plan and the draft consultation Planning Policy Statement on *'Planning and Climate Change',* December 2006.

10.2 The Council has produced a series of guidance notes to promote a range of sustainable initiatives for both large and small scale, new and existing developments and these are available on the Council's web site (www.plan4nottingham.com).

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

11. Demolition of Unlisted Buildings and Structures

11.1 Conservation Area Consent is required to demolish most unlisted buildings and boundary walls in the Conservation Area, and there is an overall policy presumption in favour of retaining buildings and structures that make a positive contribution to the character and appearance of the Conservation Area as identified by the Conservation Area Appraisal.

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

11.3 Therefore any applications for Conservation Area Consent to demolish these traditional historic buildings will need to be fully justified against the criteria set out in PPG15 (paragraphs 3.16 – 3.19) and any replacement buildings will be required to positively enhance the character or appearance of the Area.

11.4 It is recognised however that a number of properties in the Area do make a negative or neutral contribution, these are principally those buildings added in the last 50 years, and in principle there would be no objection to their demolition and replacement with buildings which positively enhance the character and appearance of the Conservation Area.

12. Family Accommodation and the Conversion of Existing Buildings

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

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

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

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

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

13. Car Parking in New Developments

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

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

14. Satellite Dishes and Other Antennae and External Alarm Boxes

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

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

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

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

15. Derelict And Long Term Vacant Houses

15.1 The Council has a strategy in place to deal with derelict and long-term vacant houses (that is empty for more than six months).

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

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

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

16. Archaeological Constraints

16.1 The eastern section of the Conservation Area falls within a defined archaeological constraints area. Policy BE17 of the Local Plan seeks to protect archaeological resources of local significance and Policy BE16 requires developers to submit an archaeological assessment of their site to identify the potential archaeological resource and to show how any such resources will be preserved.

16.3 Any planning proposals within the constraints area will need to be accompanied by an archaeological desk based assessment which should make an assessment of the archaeological potential of the site and, if appropriate, show how any archaeological resources will be preserved on site or how they can be fully investigated and recorded before their removal.

17. Open Spaces and Biodiversity

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

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

18. Trees

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

18.2 To understand and minimise the impact of any new buildings on established trees, the Council will require developers to provide a tree survey report prepared by approved arboricultural consultants in accordance with the latest British Standard (BS5837: 2005). New buildings will not be permitted in close proximity to important trees, but will be required to respect the recommended distances from the trees and in order to increase the stock of trees in the Conservation Area, planting opportunities will be assessed in future developments where space permits.

18.3 Further guidance for developers is contained in '*Trees in Development Sites*' published by the City Council.

19. Streetscape and Street Trees

19.1 An integral part of the regeneration of the Area is the creation of a high quality and secure public realm. The Council has now adopted a city-wide Streetscape Manual that aims to improve the quality of the streetscape by introducing a clear and consistent approach to the design and installation of streetscape components and surface treatments having particular regard to the historic character of the Area (copies are available from the City Council's website: www.nottinghamcity.gov.uk).

19.2 Nottingham City Council will also manage essential and appropriate pruning of street trees where health and safety or community safety issues arise and street trees will be replaced, in appropriate locations, following the removal of dead or dying trees.