Station Conservation Area Character Appraisal and Management Plan



April 2008

Nottingham City Council

Foreword

The Station Conservation Area Character Appraisal and Management Plan were approved by the Development Control Committee on 23rd April 2008 following a period of public consultation between January and March 2008, including a public exhibition held on 4th February.

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STATION CONSERVATION AREA CHARACTER APPRAISAL

1. Introduction

1.1 The Station Conservation Area was first designated in May 1990. It covers an area of about 13.2 ha (32.5 acres) of relatively flat land on the southern edge of the City centre and is often the first point of contact for visitors arriving by train into the City. The Conservation Area boundary has been drawn to include the whole of the railway station complex and much of the industrial and commercial facilities that grew alongside it in the nineteenth and early twentieth century [Map 1][1]. Whilst the preservation and enhancement of the Area's historic environment is particularly important, the Conservation Area lies within the Southside Regeneration Area and close to the Meadows, which offers the opportunity to promote regeneration and development initiatives in the Area.

1.2 The appraisal has been prepared following the guidance produced by English Heritage and is supported by the policies in the adopted Nottingham Local Plan. Its purpose is to examine the historical development of the Area and to describe its present appearance in order to assess its special architectural and historic interest, particularly to assist in the consideration of planning applications to ensure that new development preserves or enhances the character or appearance of the Area.

2. Summary of Special Interest

2.1 The Station Conservation Area first developed as an industrial suburb in the mid-nineteenth century following the arrival of the canal and the railway on what were at the time undeveloped meadows on the outskirts of Nottingham. The Area was first developed for a variety of residential, commercial and industrial purposes and, whilst the early terraced housing has now been demolished, many of these early industrial and commercial buildings still survive and now define the character and appearance of the Area.

2.2 The most notable buildings in the Area have been designated as listed buildings, the station complex is listed Grade II*, while the former goods station (now part of the Magistrates Court) on Carrington Street; no. 111 Carrington Street, the Bentinck Hotel also on Carrington Street and nos. 48-50 Queen's Road (former Meadows Mill) are all Grade II listed.

LOCATION AND SETTING

3. Location and Topography

3.1 The Conservation Area occupies an area of relatively flat land to the south of the City centre. Whilst it is physically linked to the City centre by the Nottingham Express Transit (NET) tram, which presently terminates at Station Street, the existing east-west road network of Canal Street and Collin Street that run to the north of the

[1] A review of the Conservation Area's boundaries undertaken as part of this Appraisal has recommended that changes be made to the present boundary -- see section 19 of this Appraisal for details.

Conservation Area provide a significant obstacle to pedestrian movement between the station and the City Centre.

3.2 The land within the Conservation Area is relatively flat, the 25m contour generally runs along the length of Station Street with marginal increases in the spot heights to about 28m – 29m at the junctions of Station Street and Queen's Road with Carrington Street and London Road.

3.3 The Station Conservation Area also abuts and is historically and functionally linked to the adjoining Canal Conservation Area.

4. General Character and Plan Form

4.1 The Conservation Area is roughly rectangular in plan form, with the Midland railway station and its immediate environs at its centre, the Area extends to: the Nottingham Canal on its northern boundary[2]; London Road on its eastern boundary; Queen's Road-Crocus Street on its southern boundary and Carrington Street on its western boundary.

4.2 The historical development and overall plan of the Conservation Area has been determined by the underlying transport infrastructure of the canal, railway lines and major roads, and the route of the Tinker's Leen, a semi-natural water channel between Crocus Street and Queen's Road which acts as an overflow for the canal, which have established a series of large, linear urban blocks on a predominantly east-west axis.

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

4.4 The largest buildings within the Area generally occupy the whole or significant parts of the urban blocks and have long street frontages with a well-defined horizontal emphasis. For example, the long frontages of the Victorian warehouses and factories on Queen's Road, which are mirrored on the opposite side of the station by such modern buildings as the Capital One office complex, the Waterfront Plaza and Jury's Inn hotel on Station Street.

4.5 There are also smaller groups of Victorian terraced buildings that are more diverse in their design and appearance but which still retain the general height and pattern of development up to the back edge of the footpath, for example on Carrington Street and the corner of Queen's Road with Arkwright Street, and on Station Street, between Carrington Street and Trent Street.

[2] A review of the Conservation Area's boundaries undertaken as part of this Appraisal has recommended that changes be made to the present boundary -- see section 19 of this Appraisal for details.

5. Landscape Setting

5.1 The landscape of the Area is very much urban and built-up. The principal area of public open space is the towpath and verge alongside the canal, which makes a positive contribution to the visual amenities of the Area. Other open areas tend to be of late 20th century origin following the demolition of older properties and their replacement with areas of open car parking, such as the station car park along Queen's Road, which are visually detrimental to the Area.

5.2 The local topography does however provide some attractive distant views, such as those of the Lace Market to the north and the windmill; St. Stephen's church tower in Sneinton to the east and Nottingham Castle to the north-west.

HISTORIC DEVELOPMENT AND ARCHAEOLOGY

6. Origins and Development

6.1 The land contained within the boundaries of the Station Conservation Area formed part of the West Croft to the south of the medieval town and was, until the mid-nineteenth century, mostly open fields. The expansion of the medieval town had been restricted by the surrounding private estates and Corporation owned land, who were reluctant to release land for new development. However, following the reform of municipal government in the mid-nineteenth century, the new Corporation obtained approval for the enclosure of the West Croft along with other common fields at Burton Leys (Trinity Square) and Lammas Fields (Wellington Circus) in 1839.

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

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

6.4 The first terminus station quickly became obsolete as the railway network was expanded with the construction of through routes to Newark and Lincoln, and it was replaced in 1848 by a new, through station, built on a site between Station Street (opposite the present Capital One offices (Loxley House)) and the West Croft arm of the canal, which ran between Station Street and Queen's Road. The MR was given approval in 1869 to purchase and in-fill the redundant Westcroft Canal which allowed the southerly expansion of the station with the addition of a third platform and new goods tracks.

6.5 As the number of routes served by the station increased and new competition arrived in the form of the Great Central Railway (GCR), the MR replaced their outdated Station Street station with a new, larger and much grander railway station fronting Carrington Street in 1904.

6.6 To access its new Victoria station the GCR line built, between 1897 and 1900, a combination of girder truss bridges (now demolished) over the Midland's station and a brick viaduct alongside Trent Street. In constructing the present station, buildings on platform 4/5 were built around the piers of the GCR bridges and the remnants of the Trent Street viaduct are now used by the NET.

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

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

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

7. Archaeological Significance

7.1 An Archaeological Constraints Area (ACA), as identified by the adopted Local Plan (Policy BE16), runs along the southern edge of the canal and south along the London

Road frontage. An ACA identifies those areas where there is likely to be a high incidence of finding below ground archaeology or caves. Given that the defined ACA skirts around the fringe of the Conservation Area, the archaeological significance of the Area is considered to be low and the requirements of Policy BE14 are unlikely to apply to most new development in the Area.

SPATIAL ANALYSIS

8. Character and Inter-Relationship of Spaces

8.1 The existing street pattern in the Conservation Area has very much been determined by the early linear routes taken by the canal and the railway which have largely dictated the predominantly east-west axis of the main streets (Station Street and Queen's Road) and limited the cross streets to Carrington Street and London Road along the eastern and western margins of the Conservation Area and, to a lesser degree, Trent Street, which currently continues as public footpath to Queen's Road across the station. This combination of transport corridors has divided the Area into a series of relatively large and often impenetrable urban blocks that now typify the overall character of the Conservation Area.

8.2 The most significant open space lies along the route of the Nottingham Canal between Carrington Street and London Road. Although the canal makes a less obvious contribution to the Conservation Area than the industrial buildings and station, since it is very often out of sight, running behind buildings and at a lower level than the streets, it provides an important green and pedestrian corridor allowing views and access through and beyond the Area.

9. Key Views and Vistas

9.1 The views into and out the Station Conservation Area tend to be linear in character as they follow the lines of the canal, the railway and the major roads and are largely restricted by the topography of the area and the scale of buildings.

9.2 Although much of it lies within the Canal Conservation Area, Carrington Street is an important approach to the Station Conservation Area and it provides important oblique views of the station and the former goods office, now the Magistrates Court.

9.3 The principal views within the Conservation Area also tend to take the form of long and often unbalanced street vistas, such as along Station Street or Queen's Road where one side of the street is built-up in contrast to the station side which is relatively low and open. Within this context, the station porte cochere and clock tower is a distinctive landmark that is visible from many vantage points, both within the City Centre, such as from the Castle, Queen's Walk and the wider Trent plain vista.

9.4 More distant views into Conservation Area are limited. The most dramatic are those from Fletcher Gate-Middle Hill which look south along the NET viaduct to the Capital One and Crown Court buildings in the foreground with a limited view of the T. C. Hine buildings on Queen's Road in the background, all set against a more distant backdrop of trees and slopes on the opposite side of the Trent Valley.

9.5 Views out of Conservation Area are more distinctive. To the north of the Conservation Area is the Lace Market and the buildings along the edge of the cliff and the distinctive towers of St Mary's Church and the former Unitarian Chapel provide a dramatic prospect from Trent Street and the canal. Important views of the Lace Market and St Mary's in particular are also afforded between the power station and the Waterfront Plaza and from London Road, as it crosses the railway and the canal approaching Canal Street.

9.6 Other long distance views of note include the windmill and St Stephen's church tower in Sneinton to the east and to the west there are good views of the British Waterways canal building, the Inland Revenue offices and Nottingham Castle.

CHARACTER ANALYSIS

10. Definition of Character Areas

10.1 The overall character of the Conservation Area has historically been defined by the close-knit pattern of industrial and commercial buildings and this pattern remains although many former commercial buildings are now being converted to offices, such as at Capital One, or residential properties, such as the Hicking Pentecost building.

10.2 The station complex is the most distinctive and important character area within the Area, sitting within a block defined by Carrington Street, Queen's Road, London Road and Station Street. The scale of the Carrington Street buildings are very much typical of buildings in the Area, however the low platform buildings and areas of open space at trackside are in marked contrast to the densely developed and more massive industrial buildings that run along either side of the station on Station Street and Queen's Road.

10.3 The canal corridor also provides a distinctive character area, whilst it makes a less obvious contribution to the Conservation Area, it provides an important linear landscaped route through and beyond the Area.

11. Prevailing or Former Uses of the Buildings

11.1 The Conservation Area has always had a diversity of land uses, mixing residential (in the early days) with industrial and commercial buildings alongside buildings associated with the canal or railway. The subsequent growth of the railways and large factory development removed much of the early residential properties and canal side buildings.

11.2 Similarly, economic changes in the last 50 years, with the loss of the manufacturing industries, has created new opportunities for the regeneration of the Area with large scale office development in the form of Capital One and new residential development, such as at the Hicking Pentecost building, all helping to restore and regenerate the vitality of the Area. In addition areas of open and underused land offer further opportunities for redevelopment to bring about positive change in the Area.

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

12. Key Buildings and their Contribution

12.1 The Area possesses a number of buildings that stand out for their quality and typify the variety of industrial and commercial styles from the Victorian and Edwardian periods that reflect the historical, social and economic development of the Area and make a positive contribution to its character and appearance. Those unlisted buildings that are considered to make a positive contribution to the Conservation Area are highlighted in **bold** and shown on map 1.

12.2 The principal building within the Conservation Area is the Midland railway station (Grade II* listed), built in 1904 in an Edwardian Baroque style, the original complex of buildings still survives today although operational requirements and expectations have changed. The porte-cochère and booking hall complex frontage to Carrington Street and returning along Queen's Road and Station Street, faced in red terracotta and Classical in its design, has a considerable visual impact, maintaining the scale and pattern of development throughout the Area. The porte-cochère is also surmounted by a clock tower, which is a very prominent and distinctive landmark that is visible over a wide area and is particularly important in an area which lacks obvious focal points.

12.3 Beyond the frontage buildings, stairs and lifts lead onto the to two large island platforms and a separate smaller platform to the south. The platforms have canopies and a range of single and two storey platform buildings that provide passenger waiting and refreshment facilities and office accommodation for the station and train operators. The platforms are connected via a footbridge which links Queen's Road and Station Street and provides access, via a new bridge link, to the NET stop at Station Street.

12.4 There are three other surviving contemporary Station buildings on the site. The British Transport Police Station building close to the junction of Queen's Road and Carrington Street, the former Cabman's Shelter immediately west of the Police Station, and the office building Forward House which fronts Station Street towards the eastern part of the Station curtilage.

12.5 On the opposite side of Carrington Street, looking down Station Street, is the former goods station (now part of Magistrates Court) (Grade II listed). This two storey building, faced in stone, was built in an Italianate style in 1875 on the site of the original terminus station, of which the only surviving structures are the gate piers at the entrance to the canal towpath. This building, along with the Midland Railway Station, shows the lavish buildings put up by the railway companies, particularly those within the public domain.

12.6 Queen's Road runs along the southern boundary of the station. **No. 1 Arkwright Street**, at the junction with Queen's Road is a former bank building. Whilst the ground floor has been altered, the upper floors, in stone and brick, sought to reflect the Classical design of the station's porte-cochère. On the opposite side of Queen's Road and forming part of the overall station complex are the British Transport Police offices.

The remainder of Queen's Road is dominated by the massive Victorian factories of Meadows Mill, at 48-50 Queen's Road (Grade II listed), designed by T. C. Hine, and the **Hicking Pentecost** factory at the east end of Queen's Road. These buildings are among the oldest in the Area and retain many of their original features and appearance.

12.7 Behind the Hicking Pentecost factory at **99 London Road** is a finely detailed late Victorian showroom with its large ground floor display windows surrounded by stone architraving, a range of mullion and transom windows at first floor level and attractive raised gables surmounted by a finial detail. The building marks the entrance to the Conservation Area on London Road and, along with the Hicking Pentecost building, is of important townscape interest.

12.8 To the rear of Queen's Road, the Conservation Area extends to include a distinctive range of brick **Victorian factory buildings** on **Crocus Street**. The earliest surviving buildings, from the 1870-80s, are Station House and the adjoining former iron foundry, which front directly onto Crocus Street. These were followed in the 1890s by most of the remaining buildings, which are grouped around a cobbled courtyard. The later buildings are entered from the courtyard, but the 'Works', which is located adjacent to the Tinker's Leen, is also connected to the Meadows Mill complex by one of two footbridges across the stream. This range of buildings is built in red brick with pitched slate roofs and prominent window openings, the foundry building retaining its distinctive round-headed, metal windows.

12.9 The **Capital One** offices at **Loxley House** and the Jury's Inn Hotel and Waterfront Plaza complex, that have been built to the north of the station on the site of the former Boots H-block, now dominate Station Street between Trent Street and London Road. At the west end of Station Street, between Trent Street and Carrington Street, is a more heterogeneous group of smaller Victorian buildings, many of which are in poor condition. **21 Station Street** is a very fine mid-Victorian shop with the name of 'H Hopkinson' painted on the fascia. This shop is detached from its neighbours and was built on the original line of the West Croft Canal; the splayed side wall marks the original boundary of the canal as it narrowed to cross Station Street. **15-19 Station Street** is a restrained Classical terrace, finished in stucco and up to three storeys in height with an attic storey behind the parapet wall. The Victorian former police station at **3-9 Station Street** is typically civic in style and scale but is vacant and in a poor condition. The junction to Carrington Street is defined by the Bentinck Hotel (Grade II listed), built in about 1900 of red brick with a granite plinth and stone dressings to replace the Victoria Hotel. Adjacent to the Bentinck Hotel at 111 Carrington Street is a former bank building (Grade II listed) designed by Watson Fothergill and built in 1900.

12.10 The southern side of Station Street runs alongside the station and is largely defined by a 1.8 metre high wall that is made up of a number of different sections reflecting different periods of construction. The first short section at the west end immediately behind the station buildings is of rock-faced stone, while beyond and is in two distinct sections. The upper end to the west of the station footbridge is likely to have been built in association with the 1848 station whilst the wall between the footbridge and Forward House appears to have been built with the present station.

12.11 Station Street is linked to Canal Street and the City centre by Trent Street, which is framed by Loxley House (Capital One) and the former Great Central viaduct now being re-used by the NET tram network. Trent Street offers striking views of the Lace Market and is an important pedestrian route between the station and Broad Marsh, and is likely to become increasingly significant following the redevelopment of the Broadmarsh, the new NET Phase Two and improvements to the Station as a 'transport hub'.

13. Prevalent and Traditional Building Materials

13.1 The quality and narrow range of materials is a significant feature of many of the older buildings within the Conservation Area, principally the use of brick, laid in a Flemish bond, with stone or terracotta widely used as a decorative feature to enhance the appearance of the buildings as dressings around windows and doors or as a plinth and with plain tile or slate roofs.

13.2 Post war developments in the area have introduced new materials. The most successful are the two buildings occupied by Capital One on Station Street, the older of the two is faced with Portland stone while the more contemporary building has extensive glazed walls, which allow views into the building, with grey metal and cream terracotta cladding. These buildings also replicate the overall scale and form of the traditional buildings within the Area.

14. Local Details and the Public Realm

Boundary Treatments

14.1 There are few examples of historic boundary walls or railings due to the characteristic pattern of building to the edge of the pavement without any front areas. The notable exceptions include the wrought iron railings and gates at the Queen's Road entrance to the Station, the boundary wall of the station to Station Street and the gate piers to the original station.

Paving and ground surfaces

14.2 While Carrington Street has Yorkstone pavements with granite kerbs, the majority of footways within the Conservation Area are surfaced in tarmac with concrete kerbs. There are also some fragments of historic granite setts, most notably within the entrance to the station off Queen's Road, within an alley-way off Carrington Street and in the courtyard at the rear of Station House on Crocus Street.

15. Contribution Made by Green Spaces, Trees and Hedges

15.1 The intensive nature of development within the Conservation Area has resulted in very little opportunity for any significant tree planting or public open space, the most prominent exception being along the canal and its towpath, which provides an important, landscaped route through the Conservation Area away from roads and traffic.

EXTENT OF LOSS, DAMAGE OR INTRUSION

16. Negative Factors: Extent of Intrusion or Damage

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

16.2 Many of the buildings are also vacant and underused and as such detract from its appearance. This also produces a lack of activity and of liveliness in the appearance of buildings and on the streets. For example, the presence of vacant buildings along Queen's Road is also associated with an overall lack of pedestrian activity which contrasts with the level of pedestrian activity along Station Street, not all of which is associated with the Capital One offices.

16.3 The former GCR viaduct along Trent Street now supports the NET tram, but the large open arches at street level offer very little, other than unsightly views of open storage and large metal utility cabinets. These arches have the potential to be enclosed and re-used for leisure and recreational uses, bringing positive uses and pedestrian activity into an otherwise dead street frontage.

16.4 The overall appearance of the area is also harmed by the number of prominent vacant sites and buildings and by large advert hoardings and fly-posting off London Road.

16.5 The principal roads running through the Conservation Area (Carrington Street and Queen's Road in particular) are also subject to considerable amounts of traffic and are furnished with standard street lamps, traffic light-controlled junction and road signs, which add to the general clutter in the street scene and do little for the appearance of the Area. However elements of streetscape improvement and pavement widening in front of the station has resulted in improvements to the local environment and regeneration of the Area offers opportunities for further enhancements.

17. General Condition

17.1 Despite areas of vacancy and dereliction the Area, on the whole, is a vibrant and active commercial area and now an up and coming residential area. Whilst not an affluent area, many of the key historic buildings are occupied or being refurbished and therefore have a long-term economic use ensuring that they will continue to contribute to the character and appearance of the Conservation Area. The Area has also attracted new development schemes, such as the development of the Jury's Inn Hotel and Waterfront Plaza, the refurbishment of the Hicking Pentecost buildings and other new residential development proposed along Queen's Road.

17.2 However there are some buildings, such as those at the upper end of Station Street with Carrington Street, on London Road and opposite the station at the junction of Queen's Road and Arkwright Street, that offer the potential for reuse and

refurbishment but are presently vacant and are consequently at risk of deterioration or possibly dereliction.

18. Problems, Pressures and Capacity for Change

18.1 The Area offers significant opportunities for future change and/or redevelopment in terms of the redevelopment of vacant sites and vacant or underutilised buildings that make a negative contribution to the Area.

18.2 The most influential regeneration scheme is that proposed at the railway station to create a world class transport interchange and new business hub for the City. In addition sites within the Southside Regeneration Area offer other regeneration and development initiatives in the Area including sites at the eastern end of the station at the junction of London Road with Station Street (which includes the site occupied by Forward House) and Queen's Road.

19. Proposed Amendments to the Conservation Area Boundary

19.1 Planning Policy Guidance note 15 Planning and the Historic Environment notes that it is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas. It goes on to note that once designated local planning authorities are expected to periodically review existing conservation areas and their boundaries against the standards of special architectural or historic interest and to consider cancellation of designation where an area or part of an area no longer possesses the special interest which led to its original designation.

19.2 Following a review of the Conservation Area's boundaries undertaken as part of this Appraisal it was proposed that the present boundary should be revised (see Map 1):

- in view of the extent of new development along Canal Street it is proposed that the boundary be drawn back to generally follow the line of the Nottingham Canal, and

Canal Street

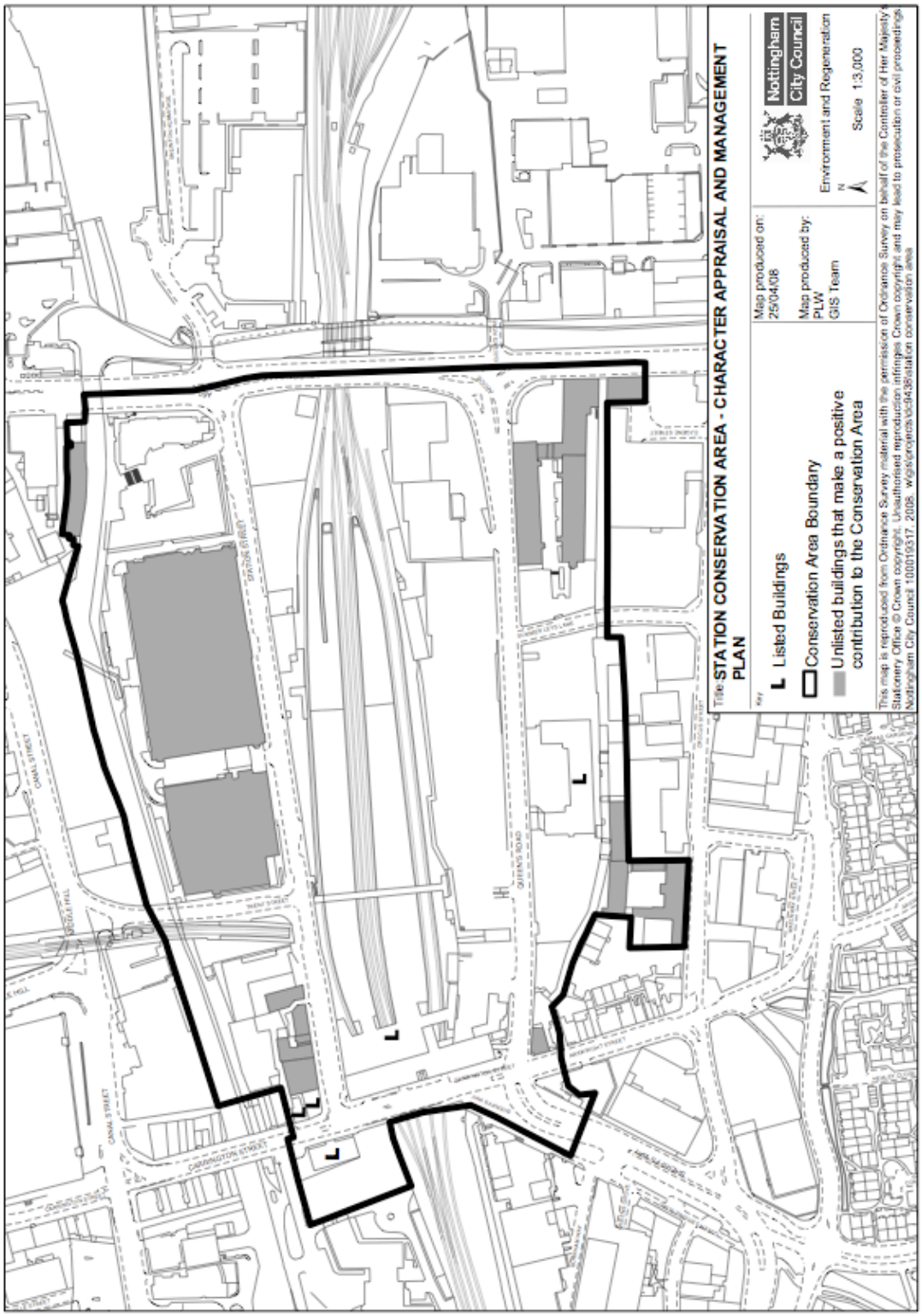
19.3 The remaining historic buildings along Canal Street, which principally consist of the former school, police station and cottage or lodge, are amongst the last remnants of the late Victorian/early Edwardian historic fabric in this part of the Conservation Area. At the time that the Conservation Area was designated these buildings along with the former canal-side warehouses, originally formed part of a larger group of historic buildings that contributed to the special architectural and historic interest of this locality.

19.4 However since designation, the survival and setting of these buildings, and consequently the overall special architectural and historic interest of this Conservation Area, has now been changed by neighbouring developments. Nos. 160-164 Canal Street are already separated from the canal and older buildings in the conservation area by the dominating presence and industrial scale of the heat exchange station.

The new Southreef development (approved by Committee in February 2007) increases significantly the scale and density of buildings adjacent to No. 160 Canal Street. This scheme, which is currently under construction, has resulted in the demolition of a number of old canal-side buildings.

19.5 The redevelopment of this section of Canal Street site has radically altered the whole character and appearance of this area, the buildings themselves are now somewhat isolated from the main body of the Conservation Area and their local context and the special interest of this locality which led to its original inclusion in the Conservation Area is no longer apparent.

19.6 In light of the guidance in PPG15 and the context of the developments along Canal Street it is now considered appropriate to draw back the boundary of the Conservation Area to the Canal.



MAP 1: STATION CONSERVATION AREA

Details of Proposed Amendments to Conservation Area Boundary and Unlisted Buildings that make a Positive Contribution to the Area

STATION 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 Station 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 seeks to address key planning issues arising from the regeneration and redevelopment of 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 The Government’s 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 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 Hicking Site (**Policy MU3.2**); Sheriffs Way/Arkwright Street site (**Policy MU3.3**); Midland Railway Station site (**Policy MU3.5**); Station Street site (**Policy MU3.6**); and Arkwright Street East site (**Policy MU3.9**).

Transport Proposals

2.6 The Local Plan safeguards the alignment of the proposed Nottingham Express Transit (NET) Phase Two, which will run south of the present terminus over the station on a viaduct and across Queen's Road towards Crocus Street (**Policy T6**). A Transport and Works Act Order to permit the extension of the NET system has been submitted and a public enquiry is expected in November 2007.

2.7 The Local Plan also proposes a new 'state of the art' public transport interchange at the station (**Policy T9**).

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 (**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**) 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 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, in particular providing a high quality route for pedestrians and cyclists from the City centre to the Meadows and Waterside; the promotion of the Southside as a major location for inward investment and the development of the station as a high quality public transport interchange and a destination for new commercial and mixed use developments.

3.3 The Interim Planning Guidance in particular seeks to promote the comprehensive development of a number of sites, including the Station Street/Trent Street site and the largely vacant site to the west of Arkwright Street.

3.4 The Station Street/Trent Street site, located between Carrington Street, Station Street, Trent Street and the canal, includes a range of predominantly Victorian buildings fronting onto Carrington Street with a return frontage on Station Street and the large 1960s Employment Office. It is envisaged that selective redevelopment would offer an opportunity for a mixture of new office, residential and leisure uses that would also take advantage of the canalside location by providing a route through to the canal from Station Street and active frontages onto the canal.

3.5 The Arkwright Street site lies to the west between Queen's Road and Meadows Way. The Guidance seeks to retain important Victorian buildings on Arkwright Street but recognises that the demolition of some properties will be necessary to accommodate NET Phase Two. New buildings should be designed to protect the route of the NET extension and to reinforce the revised street layout, with active frontages to maximise natural surveillance.

4. Meadows Gateway Development Brief

4.1 The Meadows Gateway Development Brief was adopted as a Supplementary Planning Document in March 2005. The boundary of the guidance covers part of the Conservation Area to the south of Queen's Road in the north. (The total area covered by the Brief extends from Queen's Road to Meadows Way in the south and London Road in the east and Sherriff's Way to the west.)

4.2 The Development Brief aims to promote a comprehensive and co-ordinated approach to development in its area and amongst other things to contribute to the enhancement of the Station Conservation Area and establish a new vitality through viable mixed-use developments that maximise the potential of the area. The brief covers a number of

development zones, those initiatives likely to affect the Conservation Area include proposals for a new square south of Meadows Mill and the Tinker's Leen to provide an attractive setting for the listed building and the redevelopment of the Arkwright Street which includes proposals to replace the Queen's Hotel with a new gateway building, responding in scale to both Nottingham Station and a redeveloped Sovereign House, as part of a high quality and comprehensive development.

4.3 It also proposes that there should be restricted or managed access to a "green walkway" adjacent to the Tinker's Leen, an important historic watercourse which flows through the Area.

5. Meadows and Southside Area Neighbourhood Plan

5.1 The Conservation Area lies within the boundary of the proposed Meadows and Southside Neighbourhood Plan that is being produced to replace the now withdrawn Meadows and Southside Area Action Plan (submission draft). The Neighbourhood Plan will help to co-ordinate regeneration and neighbourhood change.

6. Nottingham City Centre Masterplan

6.1 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.

6.2 In particular, the Masterplan promotes the development of a transport interchange at the station as a catalyst for investment in neighbouring derelict sites such as the Arkwright Street triangle.

7. Nottingham Station Development Brief

7.1 The City Council has also drawn up a range of proposals for Nottingham Station and its immediate environs with the objective of delivering a world-class transport interchange and a new business hub for the City. The specific proposals, which are supported by the Station Conservation Plan, are set out in the Development Brief for the Station (approved in July 2004)

7.2 In summary, the Development Brief seeks to implement a comprehensive improvement of the Station and its environs by maximising the opportunities to develop a transport interchange between a range of transport modes and by promoting a range of mixed use developments to act as a catalyst for regeneration in the Southside. Key elements of these proposals include a new public concourse between the existing station porte-cochère, a new NET station and a multi-storey car park on Queen's Road along with three potential development sites, incorporating a mix of commercial, leisure and residential uses, on sites at the corner of Station Street and London Road, at the corner of Queen's Road and London Road and fronting Queen's Road.

7.3 The Development Brief, informed by the Station Conservation Plan, also aims to secure overall improvements to the structure and functions of the station buildings by encouraging the positive conservation and repair of those parts of the existing station complex which have been neglected or inappropriately altered in the past and by the sensitive introduction of new operational uses and commercial opportunities.

8. Planning Applications for New Development

8.1 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.

8.2 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.

8. 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.

9. Design Guidelines for New Development

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

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

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

views, particularly where proposed heights are over 5 storeys.

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

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).

10.3 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.

10.4 Recent revisions to the General Permitted Development Order have extended the rights of householders to install certain types of microgeneration equipment without the need for planning permission. In conservation areas this is limited to the installation of solar photovoltaic or other solar thermal equipment that are not situated on a principal or side elevation of a domestic property and are not visible from a public highway. Similarly the installation of flues to serve bio-mass or combined heating and power systems may also be permitted development providing that they are not situated on a principal or side elevation and are not visible from a public highway.

10.5 Where permission is required there is a need to strike a balance between the protection of the Area's character and appearance and the adoption of renewable technologies, in assessing such applications 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 Therefore the demolition of those buildings identified as making a positive contribution to the Area (see Section 12 of the Character Appraisal and Map 1) will only be permitted where it can be justified against the criteria set out in PPG15 (paras. 3.16 – 3.19) and where the replacement buildings are judged to enhance the character and appearance of the Conservation Area.

12. Conversion of Existing Buildings

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

12.2 Conversions of former commercial buildings to residential flats should provide a mix of units, including provision for larger flats suitable for family occupation. Early discussion with the planning authority is recommended in respect of the land use mix.

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. It is therefore not considered a requirement for any car parking to be provided 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.

13.3 The proposed multi-storey car park to be accessed from Queen's Road would be an exception. This car park is needed to support the new public transport interchange and would release adjacent land for new commercial development whilst respecting highway and rail safeguarding boundaries.

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. Retention of Key Views

15.1 The Conservation Area Appraisal and the Nottingham City Centre Masterplan both identify a number of key views through the Conservation Area, particularly those towards the station's port cochere and clock tower and towards St Mary's Church in the Lace Market.

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

16. Trees

16.1 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.

16.2 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, such as to provide a new boulevard along Queen's Road.

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

17. Archaeological Constraints

17.1 The northern and eastern edges of the Conservation Area along the canal and London Road fall within a defined archaeological constraints area (see MAP 1). 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.

17.3 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.

18. Open Spaces, Biodiversity and Existing Watercourses

18.1 There is limited public open space in the Conservation Area, this largely being restricted to the canal towpath, which makes an important contribution to the character and appearance of the Conservation Area. To protect the amenity value of the canal towpath and the security of people using it, any new development alongside the canal will be expected to provide active frontages that provide natural surveillance and incorporate suitable landscaping proposals. Canalside developments are also expected to make provision for public access between the canal and the existing highway network where appropriate. Opportunities will also be taken in the planning and maintenance of land and buildings to add to the biodiversity of the Area

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

19. Streetscape

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).

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