



DEVELOPMENT PRINCIPLES

DUNN LINE COACHES

PARK LANE, OLD BASFORD



Nottingham City Council

August 2002

1. PURPOSE OF THE BRIEF

- 1.1 Redevelopment of the Dunn Line premises on Park Lane, Old Basford is proposed. These Principles have been prepared to assist and shape the regeneration process whilst:-
- Ensuring the provision of industrial floorspace
 - Encouraging new family accommodation in the inner city
 - Improving amenity for neighbouring property owners and other stakeholders

2. LOCATION AND DESCRIPTION

- 2.1 The site is located approximately 2 miles to the North West of the city centre. It consists of a 1.7 hectare irregularly shaped strip of land. Bulwell Lane and Park Lane respectively mark the western and eastern boundaries. Northern Court industrial estate is located to the north and allotment gardens adjoin the southern boundary. The allotments are identified in the Nottingham Local Plan as the site for the future expansion of Southwark Infant School. The school is presently situated some 70m beyond the southern boundary of the site.
- 2.2 The site is mostly level in aspect, although due to changes in external topography there is a drop of some 4.0m between it and Bulwell Lane. Consequently, vehicular access from this direction is restricted. Additional entrances however exist from Park Lane and Northern Court, although the latter is also constrained due to its substandard design.
- 2.3 The site was previously utilised for light industrial use and is currently operated as a bus depot by Dunn Line coaches. It has a mix of buildings all of which are in a generally good state of repair but have no architectural value. The site is well serviced by public transport facilities

3. LAND USE

- 3.1 Research carried out in the nearby NG7 area highlighted an unsatisfied demand for industrial premises and particularly for small sized units. This lack of accommodation is proving a barrier to business growth. In view of market conditions and the prevailing need to bring about regeneration of the Park Lane site for economic and environmental benefits, a mixed use 'enabling' approach is deemed appropriate.
- 3.2 Accordingly a residential led scheme with some employment space is proposed. Residential development is to occupy the central and eastern parts of the site, with employment uses to the west (see plan).
- 3.3 Developers submitting a scheme with mixed uses will first be expected to demonstrate that the site cannot be used solely for employment purposes in accordance with Local Plan Policy E5.

4 ACCESS AND HIGHWAYS █

4.1 The developer will be required to submit a full transport assessment in order to establish the implications of development on the highway network and pedestrian and cyclist flows. In preparing a transport solution, the developer will be mindful of the following elements:-

Residential Zone

- a) Vehicular and pedestrian / cyclist access provided from Park Lane only.
- b) Internal layout to incorporate 'Home Zone' principles, and be designed in such a way as to create a safe direct and permeable layout that encourages pedestrian / cyclist use and downplays the dominance of motor vehicles.
- c) Encouragement of pedestrian / cyclist through the provision of safe, direct and accessible routes that are free from barriers and open to casual supervision.
- d) No pedestrian or vehicular link permitted between the residential and industrial zones or between the residential zone and Northern Court industrial estate.

Employment Zone

- a) Dedicated access for employment traffic provided from Northern Court / Bulwell Lane to a specification capable of accommodating vehicle movements associated with the style of development proposed.
- b) Access point and internal roadways designed to an appropriate specification and style to encourage pedestrian and cyclist journeys to the Zone.
- c) ***Particular attention is paid to addressing potential problems of substandard visibility splays at the Northern Court access point.***

4.2 The internal highway network is to be set out in such a way as to encourage the most efficient use of land. Where highways adjoin the boundary of the site, the adoptable area must abut that boundary, no 'ransom strips' will be permitted.

4.3 A contribution towards the cost of off site highway works may be required as dictated by the findings of the transport assessment.

4.4 Car parking of no more than 1 space per 40sqm gross floor area will be required for B1 and B8 employment uses. Residential provision should be made at a rate of 1.5-2.0 spaces per unit depending on house type. These standards represent maximum levels of provision.

4.5 Line One of Nottingham Express Transit – the City’s proposed tram system – runs close by. Developers will be required to provide signage from the site to the nearest NET stop. Further, they are encouraged to capitalize upon the sites proximity to this and other public transport routes to seek a reduction in car parking standards in consultation with the City Council.

5. DESIGN PRINCIPLES █

- 5.1 This is a prominent site where the introduction of new buildings offers a significant opportunity to change the local environment. The development demands a creative and high quality approach capable of providing a sustainable, safe and attractive environment with strong urban design characteristics of the highest quality.
- 5.2 A design context is provided by ‘*By Design – Better Places To Live*’ published by DTLR and by the City Council’s own *Design Guides for Residential, Commercial, Retail and Industrial Areas*. The development will be expected to successfully demonstrate the adoption of the principles set out in these publications, paying particular attention to:-
- a) A range of dwelling types and styles, but predominantly family homes of no less than 3 bedrooms with gardens.
 - b) Building types designed for their context – single aspect residential dwellings may be required along the northern and western boundaries.
 - c) Urban blocks with buildings facing outwards onto the public realm to provide casual surveillance.
 - d) Development backing onto rear boundaries to provide security.
 - e) The provision of fully accessible housing.
 - f) The employment zone / residential zone boundary and that development here is appropriate to location and designed to minimize disturbance.
 - g) Establishing an active frontage to Park Lane that enhances environmental quality and provides opportunities for natural surveillance of the street and of the residential entrance into the site.
 - h) Residential densities in keeping with the character of the surrounding area.
 - i) Residential development not exceeding two storeys in height and industrial development of no more than one storey.
 - j) The provision of industrial units in a range of sizes.
 - k) *Ensuring that development is designed to meets the needs of disabled people.***

5.3 *The City Council is advised that there is insufficient capacity in the local surface water drainage system. Off site works or on site balancing operations will therefore be required. The extent to which on site operations are possible however is guided by the levels of contaminants present – see Section 8 below.*

6. OPEN SPACE PROVISION

6.1 Ordinarily, new open space is expected in every new residential development. Alternatively, and it is suggested in this instance, that the developer discharges this obligation via a financial contribution to the City Council, so enabling it to upgrade one of it's own facilities close by. The level of contribution will be calculated in accordance with the Authority's draft SPG on the Provision of Open Space in New Residential Developments. Both the method and level of provision are subject to negotiation.

7. AFFORDABLE HOUSING

7.1 An element of affordable housing will be required in accordance with Circular 6/98. Provision can be made either on site or by way of financial contribution to the City Council. Details regarding the level and type of provision to be made will be negotiable between the developer and the City Council.

8. CONTAMINATION

8.1 The site has previously been used for commercial purposes. Site investigations, including Phase 1 and Phase 2 risk assessments will be required to determine the full extent of any possible pollution and to recommend appropriate remediation strategies where required.

9. SUSTAINABLE DEVELOPMENT

9.1 A commitment to the highest standards of sustainable development principles and practices will be expected across all stages of site planning, design and construction. The design and energy efficiency of buildings should be tested against the appropriate Building Research Establishment's Environmental Assessment Method and should maximise the potential for recycling and energy efficiency. Inefficient buildings will not be acceptable. The developer will be expected to demonstrate compliance with the highest practicable standards.

10. NATURE CONSERVATION

10.1 The developer will be expected to submit a **Nature Conservation Assessment** as part of any planning application for the site

11. LOCAL TRAINING AND EMPLOYMENT

11.1 The redevelopment of the site should seek to maximize employment and training opportunities for local people in the interests of sustainable development and the economic well being of nearby communities. The developer will be expected to enter into a Section 106 agreement to ensure delivery of employment and training outcomes both during the construction phase and subsequently in the employment zone.

References

- *Design Guide for Industrial, Commercial and Retail Development*: Development and Environmental Services, Nottingham City Council
- *Design Guide for Community Safety in Residential Areas*: Development and Environmental Services, Nottingham City Council
- *Code of Practice for Employment and Training* : Development and Environmental Services, Nottingham City Council
- *Adopted Nottingham Local Plan* : Development and Environmental Services, Nottingham City Council
- *Nottingham Local Plan Review First Deposit Draft* : Development and Environmental Services, Nottingham City Council
- *Cycling and Walking Strategy*: Development and Environmental Services
- *Affordable Housing Policy and Developers' Contribution*: Development and Environmental Services, Nottingham City Council
- *Provision of Open Space In New Residential Areas* : Development and Environmental Services, Nottingham City Council
- *By Design – Better Places To Live* : DTLR / CABE
- *Development on Land Affected by Contamination* : Draft Technical Advice, DTLR
- ***Secured by Design: Association Of Chief Police Officers***

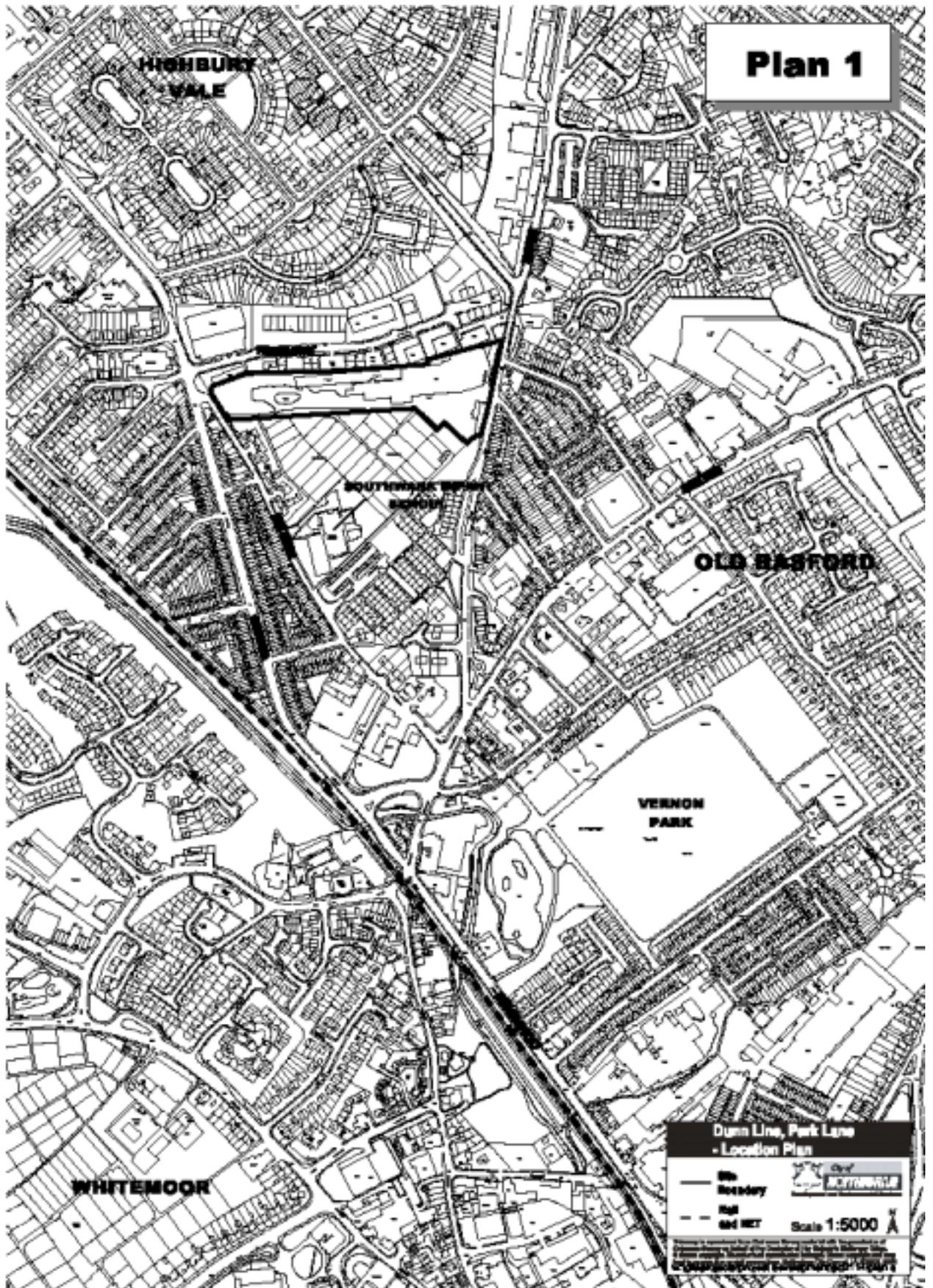
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Plan 1



WHITEMOOR

HIGHBURY VALE

SOUTHMOOR

OLD BASFORD

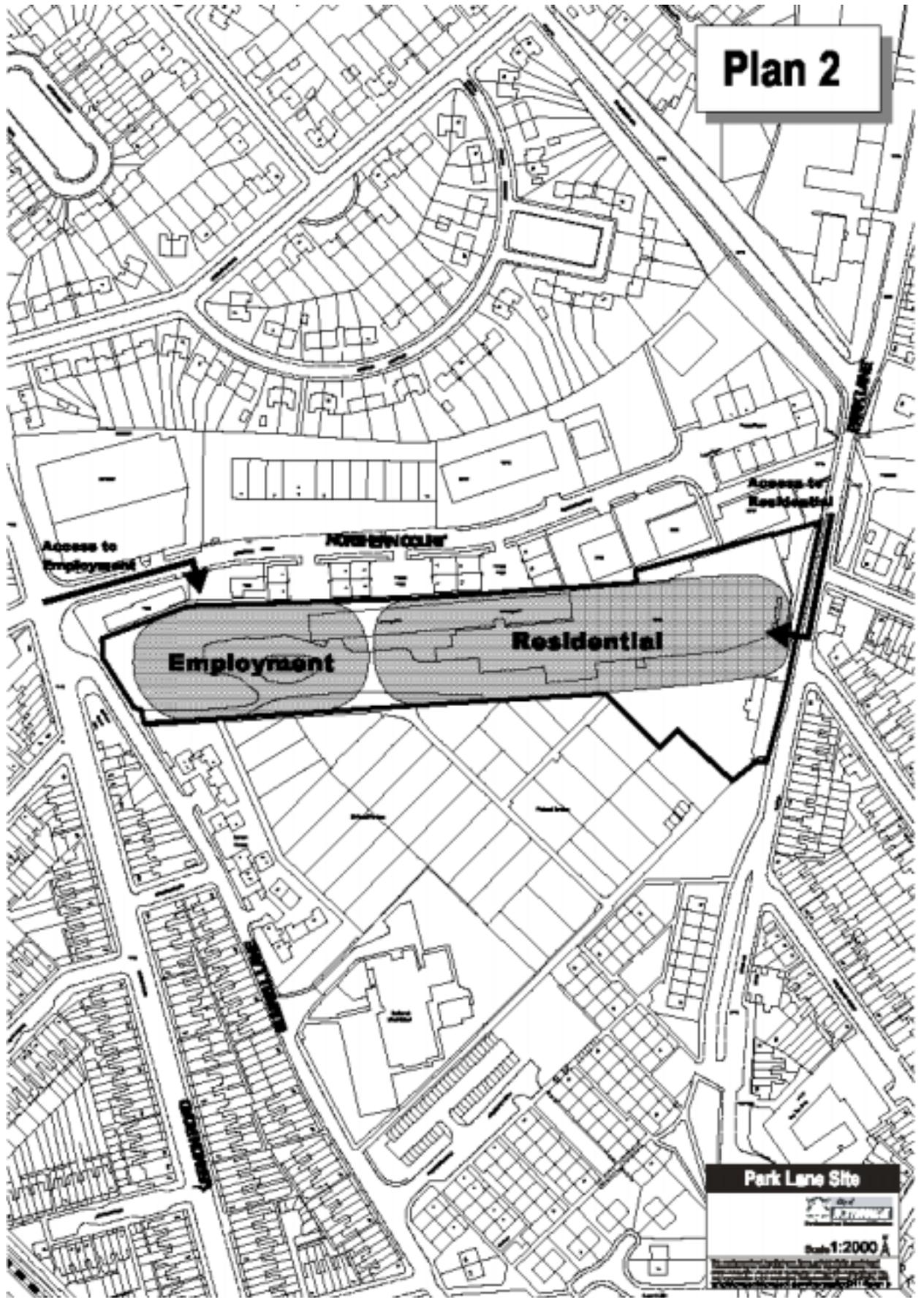
VERNON PARK

Dunn Line, Park Lane
- Location Plan

Site Boundary
High Way
Met

City of NOTTINGHAM
Scale 1:5000

Plan 2



Park Lane Site



Scale 1:2000