

Nottingham City Regeneration Zones

Site Information				Market Appeal	Market Appeal Criteria			
Ref_No	Name	Size - ha	Market Sector	Overall Comments	Buildings	Buildings Comments	Site	Site Comments
MU2	Southside Regeneration Zone	40.0	Mixed - Mainly Office	A key regeneration area for Nottingham. Its use at present is predominantly commercial and due to the connections the site may benefit from future transport improvements, along with its ability to attract key occupiers to the area, its future use is likely to involve commercial uses, possibly concentrating on an edge of town office location to expand upon Capital One's presence, within overall mixed uses. Although a good location already allocated as Regen Zone i.e. mixed use. Contamination and land assembly issues mean there are deliverability issues. Only likely to have an element of B space, but also lose some B space to resi etc	Average	Range of premises from some period buildings to new modern office and hotel premises. Incorporates the Midland Mainline Railway Station, Capital One and Jury's Inn to demonstrate the mix of occupiers. High percentage are in use which suggests they are fit for purpose, however, many of the buildings in the area require redevelopment or refurbishment to meet modern occupier requirements. Many buildings considered dated have been demolished or converted to a variety of uses e.g. H-Block and Hickling Buildings.	Good	Proximity to the railway station, the proposed transport interchange and the forthcoming Broadmarsh proposals makes this site a key part of Nottingham City Centre. The connections offered to the site through train, bus and NET links as well as its accessibility to the city centre are excellent making the location good for attracting commerce and investment.
MU4:	Eastside Regeneration Zone	56.0	Mixed - Mainly Gen. Ind.	Recognised as a key regeneration site for Nottm. Filling the gap between the eastern fringe of the city and Sneinton. Historically the area has not been a recognised commercial area, however, mixed use and niche markets do have potential here. Bio-city has proved successful and future phases and development in this sector are likely to favor this site to provide an R&D sector of Nottm. Although a good location already allocated as Regen Zone i.e. mixed use. Contamination and land assembly issues mean there are deliverability issues. Only likely to have an element of B space, but also lose some B space to resi etc	Average	Full range of premises from transport depots to retail units. Varied in age, size and style. High percentage in use so overall units can be deemed fit for purpose, however, should alternative businesses look to locate to the area, redevelopment and refurbishment will be required. Bio-City phases located here so attraction for R&D would require appropriate premises	Good	Site with good potential. Accessible due to Huntingdon St, Lower Parliament St and Carlton Road. Key occupier in the area include Bio-City which is a growth opportunity for Nottingham and as such the location could be enhanced with increased demand and supply for this type of accommodation in Nottingham.
MU6:	Waterside Regeneration Zone	100.0	Mixed - Mainly Gen. Ind.	Demand for commercial uses in this location will continue. Improvements to the infrastructure and environment will increase the profile of the area and attract occupiers for what is likely to become a site for mixed use. Although a good location already allocated as Regen Zone i.e. mixed use. Contamination and land assembly issues mean there are deliverability issues. Only likely to have an element of B space, but also lose some B space to resi etc	Average	High percentage of industrial accommodation incorporating the Trent Lane Industrial Area, Daleside Road and Meadow Lane. Majority of accommodation is 2nd hand and in need of upgrading. There are some modern premises within such as Clinphone and Ladybay retail park.	Good	Waterside feature is likely to attract office users. Residential use will form part of the overall mixed use strategy for the site and therefore industrial uses are likely to be minimal.

Note: The views expressed are those of Lambert Smith Hampton and not necessarily the client team. Sites were surveyed in Autumn 2006.

Nottingham City - MU Sites

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MU3.1	Sovereign House	Y	Y	1.1	Currently in use	Allocation	Mixed - Mainly Office	Constrained	Numerous ownerships and leasehold interests including office building (Regina House, NCP Car Park and furniture showroom). Fully serviced site.	2 - Good	Long term potential for office use, whilst the immediate surroundings require upgrading which is likely to occur within the mixed use regeneration. A planning application for residential use has been submitted.	3	Good regular site with strong development potential.	3	Adjacent to the railway line and opposite the Nottingham Mainline Station. Site holds prominence within the cityscape in this area with adjacent buildings being relatively low rise.	1	Immediate proximity is part of a one way system, however the connections to London Road and Queens Drive are very good.	1	Immediately opposite the Nottingham Mainline Station and close to Broadmarsh bus station. Future plans for transport interchange will be opposite which incorporate the nearby NET terminal.		3	The site is close to the Nottingham Gateway site which has been purchased by Lace Market Properties. This will be an area of significant change and interest in forthcoming years.
MU3.3	Sheriffs Way/Arkwright Street	Y	Y	1.2	Currently in use	Allocation	Mixed - Mainly Gen. Ind.	Constrained	Currently used by ADR Vehicle Services and Fireplace showroom so occupiers in place, albeit ADR are on the move. Constraints could be removed depending on the occupational terms of the Fireplace Showroom. Site is large and will be serviced from adjacent adopted highways.	2 - Good	Good profile site given its position opposite the train station and its proximity to Nottingham Gateway site. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here.	3	Triangular shaped site which offers profile for redevelopment.	3	Opposite Nottingham Mainline Station, on site close to Nottingham Gateway proposals. Area albeit slightly depressed now is likely to elevate and improve dramatically.	3	immediate proximity is part of a one way system, however the connections to London Road and Queens Drive are very good.	1	Immediately opposite the Nottingham Mainline Station and close to Broadmarsh bus station. Future plans for transport interchange will be opposite which incorporate the nearby NET terminal.		3	The site is close to the Nottingham Gateway site which has been purchased by Lace Market Properties. This will be an area of significant change and interest in forthcoming years.
MU3.4	130 - 158 Canal Street	Y	Y	0.5	Vacant site - brownfield	Allocation	Mixed - Mainly Office	Available	Currently used as car parking following demolition of the previous buildings on site. Services available within close proximity from nearby adopted highway - Canal Street.	2 - Good	Good mixed use opportunity. Likely to provide mix of residential and office use. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here.	2	Good regular shaped site which is prepared flat following demolition.	2	Adjacent to Capital One building on other side of Canal. Area is improving following investment into Waterfront Plaza and Jury's Inn Hotel.	2	Canal Street forms part of Nottingham's Inner Ring Road and from this location the roads provide excellent access into the city or away to the outer ring road.	2	Very close proximity to Nottingham Mainline Railway Station and Broadmarsh bus station. NET Terminal also within a short walk.		2	Canal St is improving and will do so significantly upon development of the Broadmarsh. Nearby Waterfront Plaza and Island Site show the presence of commercial uses to be good. Predominantly a mixed use area.
MU3.5	Midland Railway Station Car Park	Y	Y	6.0	Currently in use	Allocation	Mixed - Mainly Office	Constrained	Currently in use by Midland Mainline as associated parking for station.	2 - Good	Demand for good quality offices, multi-storey (similar to Waterfront Plaza) would provide much needed A1 office space for the city. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here.	2	Good flat site of regular shape one would assume services are readily available nearby.	2	Located on the immediate southern fringe of the city centre, within a recognised regeneration area. Key nearby occupiers include Capital One, Jury's Inn and EMDA.	2	The site is positioned in amongst a one way system that restricts access. The road network does permit access from London Road and Queensbridge Road.	1	Immediately adjacent to the train station and in close proximity to the Broadmarsh Bus Station		2	The area has improved dramatically with the conversion of former vacant buildings e.g. Hickling Building. The expansion of Capital One etc has raised the profile of the area. Demand would surely follow supply if quality modern buildings were provided.
MU3.6	Station Street	Y	Y	0.4	Vacant buildings	Allocation	Mixed - Mainly Office	Available	Purchased by Bildum Ltd with view to developing site.	3 - Average	The key to the success of this site will be progress surrounding it. In isolation it has very little significance and is unlikely to attract B class users. Will form part of already recognised regeneration zone in this area.	4	in isolation the site is L-shaped surrounding the Bentinck Hotel. Poor potential in isolation.	3	The unit is adjacent to the Station and is likely to figure in future redevelopment of the area. In isolation its potential is limited.	3	Benefits from road frontage but the site is not significant in size to warrant much vehicle movement. Unlikely to impact upon its future development.	1	Adjacent to train station, NET link and bus routes		3	The area is relatively stagnant awaiting redevelopment of the Broadmarsh Centre. Little development unlikely to happen ahead of that. Many older buildings are obsolete or vacant in the area.
MU3.7	Waterway Street	Y	Y	0.5	Currently in use	Allocation	Mixed - Mainly Office	Constrained	Currently occupied by numerous occupiers. Findex Coating within GF workshop and offices provide accommodation on upper floors. Building known as Karlsruhe House within City Council ownership. Services connected to nearby adopted highway.	2 - Good	Further opportunity for office development. Existing premises provide some period accommodation but with possible development nearby modern office accommodation may be better suited to the location. Will form part of already recognised regeneration zone in this area.	3	Regular shaped site with ancillary parking completing the site.	3	Close proximity to Nottingham Mainline Station and the Nottingham Gateway site which will transform the area. Broadmarsh redevelopment will also raise the profile of this fringe of Nottingham	3	The site is positioned in amongst a one way system that restricts access. The road network does permit access from London Road and Queensbridge Road.	1	Immediately adjacent to the train station and in close proximity to the Broadmarsh Bus Station		2	The area has improved dramatically with the conversion of former vacant buildings e.g. Hickling Building. The expansion of Capital One etc has raised the profile of the area. Demand would surely follow supply if quality modern buildings were provided.
MU3.9	Arkwright Street East	Y	Y	1.2	Vacant buildings	Allocation	Mixed - Mainly Office	Available	Vacant retail and showroom premises, assumed to have been purchased as part of a site assembly for larger scale development. Land assembly issues and affected by NET proposals	2 - Good	Good profile site on junction of Queens Road and Station Street. Will provide accommodation as part of the Nottingham Gateway site. Currently being marketed by Natrass Giles for Queens Point office development up to 9,700 sq.ft. Will form part of already recognised regeneration zone in this area.	3	Corner site with regular layout and good profile for redevelopment	3	Close proximity to Nottingham Mainline Station and the Nottingham Gateway site which will transform the area. Broadmarsh redevelopment will also raise the profile of this fringe of Nottingham	3	The site is positioned in amongst a one way system that restricts access. The road network does permit access from London Road and Queensbridge Road.	1	Immediately adjacent to the train station and in close proximity to the Broadmarsh Bus Station		3	The site is close to the Nottingham Gateway site which has been purchased by Lace Market Properties. This will be an area of significant change and interest in forthcoming years.
MU5.1	Victoria Leisure Centre	Y	Y	0.5	Currently in use	Allocation		Constrained	Remains in use to local authority as community facility.	4 - Poor	The site provides a useful community facility of which there are generally few in and around the immediate city centre. Limited scope for commercial development in this area. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here.	3	Buildings on site so demolition required, regular in shape. Difficult to assess internal environment due to existing use.	4	Not a recognised commercial location, external environment adjacent to Sneinton Market and Victoria Park. Area requires upgrading generally.	4	Close to City's inner ring road, although road infrastructure in immediate vicinity is relatively poor.	3	regular bus routes service the location.		4	Very little local commercial activity. Small finite market concentrated around the Market itself
MU5.2	Bus Depots	Y	Y	2.5	Currently in use	Allocation	Mixed - Mainly Gen. Ind.	Constrained	All buildings in use by Nottingham City Transport and bus companies. Garage use may suggest problems underground from diesel oils etc	3 - Average	Site offers good profile and is likely to be an important part of Eastside City. Contamination and relocation issues. Immediate development is unlikely due to land assembly issues.	3	Buildings are old but fit for purpose. Large regular site.	3	One side of site has good profile onto Huntingdon St opposite NIC, rear elevation is not so appealing onto poor quality retail, high rise resi etc.	3	Frontage onto Huntingdon Street, confirms good access to City Centre and arterial routes.	2	regular bus routes connect to the area.		3	Limited activity in the immediate vicinity but featuring within the Eastside are will push the area forward with mixed use schemes.
MU5.3	Sneinton Market	Y	Y	1.3	Currently in use	Allocation		Constrained	regular use a market	4 - Poor	Site likely to be best put to a mixed use scheme, B class operators unlikely to favor this location over alternative sites. Will form part of already recognised regeneration zone in this area.	2	Good flat regularly shaped site	4	Not a recognised commercial location, external environment adjacent to Sneinton Market and Victoria Park. Area requires upgrading generally.	4	Close to City's inner ring road, although road infrastructure in immediate vicinity is relatively poor.	3	regular bus routes service the location.		4	Very little local commercial activity. Small finite market concentrated around the Market itself

Nottingham City - MU Sites

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MU5.4	Huntingdon Street / Brook Street	Y	Y	0.4	Currently in use	Allocation	Warehousing	Constrained	Used by Royal Mail	3 - Average	Likely that Royal Mail will remain in occupation as it is a key site for them in the city centre. Site could provide office accommodation. Potential contamination issues. Will form part of already recognised regeneration zone in this area.	3	Good regular shaped site with development potential	3	Positioned onto Huntingdon Street the site has potential to add to the impact that the NIC has had or similarly form part of an improved Sneinton Market development.	4	Frontage onto Huntingdon Street, confirms good access to City Centre and arterial routes.	2	regular bus routes connect to the area.		3	Limited local activity in the market, awaiting future plans for Sneinton Market
MU5.6	Pennyfoot Street	Y	Y	1.1	Currently in use	Allocation	Mixed - Mainly Office	Available	Bio-City and its expansion potential	3 - Average	Bio-City is a concept that has succeeded in the Nottm market. Its success is confirmed by its expansion expectations and is likely to form an integral part into the success of the Eastside City.	2	Good and under preparation for expansion.	3	Reasonable profile from Huntingdon St. Close to Island Site.	2	Immediate access from Huntingdon St ensures reasonable road access.	2	regular bus routes connect to the area.		3	Limited local activity in the market, awaiting future plans for Sneinton Market
MU7.1	Eastcroft Depot	Y	Y	5.5	Currently in use	Allocation	General Ind.	Constrained	Currently in used by local authority bus services connected for existing user.	2 - Good	Demand for good quality offices, multi-storey (similar to Waterfront Plaza) would provide much needed A1 office space for the city. Relocation, contamination and land assembly issues face this site. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here.	2	Good flat site reasonably regular in shape.	2	Edge of Nottingham site, positioned on arterial route connecting Nottingham to West Bridgford.	2	Immediate proximity to London road, access provided by way of traffic light controlled junction	2	Regular bus routes link Nottingham to West Bridgford and beyond. Close proximity to Nottingham Midland Mainline Station and NET Terminus.	2	The area is considered to be good. Investments in the area has raised the profile and the success of Hicking Building and Waterfront Plaza will further enhance this.	
MU7.2	Trent Lane Basin	Y	Y	12.0	Currently in use	Allocation	Mixed - Mainly Gen. Ind.	Constrained	Numerous ownerships and tenancies	2 - Good	The area provides a useful supply of edge of town commercial accommodation. The competitive rents ensure demand is good, areas like this are not found in abundance elsewhere in Nottm. Numerous factors affecting the site including contamination, flood risk and relocations. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here. Planning application submitted for residential use.	3	Large site currently used in mainly industrial use.	3	Site surrounded by generally commercial uses (predominantly industrial), does benefit from waterside location. Traditionally recognised as a commercial location on East side of Nottingham	4	Road connections on the Eastside of Nottm are not as good as the west side due to volume of traffic, connections to A52 are reasonable.	2	Regular bus routes connect the East Side of Nottingham to and from nearby suburbs.	3	The area is recognised as part of Nottingham where cheaper accommodation can be found. The location is inferior to the west side and this impacts on rent. The demand for accommodation remains good due to the competitive rents.	
MU7.3	Meadow Lane Site	Y	Y	8.7	Currently in use	Allocation	Mixed - Mainly Gen. Ind.	Constrained	Numerous ownerships and tenancies. Fully serviced but potential contamination in areas	2 - Good	Good location positioned in-between Lady Bay and London Road, potential to provide mixed use accommodation with office occupiers likely to consider the location subject to good quality accommodation being provided. Land assembly and relocation issues. Will form part of already recognised regeneration zone in this area. B space allocation will not constitute the entire site detailed here, anticipate leisure and residential uses figuring strongly.	3	Large site currently used in mainly industrial use, fully serviced, potential contamination in areas	2	Edge of Nottingham site, positioned on arterial route connecting Nottingham to West Bridgford.	2	London Road, Lady Bay and Daleside Road all nearby, so local access is good.	2	Regular bus routes run in close proximity to the site	2	The area has had a long term association with markets and auctions, some new build has raised the building quality slightly, however, the majority of accommodation is generally dated.	
MU7.4	Iremonger Road	Y	Y	0.9	Currently in use	Allocation	General Ind.	Constrained	Sites occupied by various companies. Henton & Chatell, Mower World. Site is flat and services will be available.	3 - Average	The site does not lend well to modern commercial development due to its shape, and is likely to be better suited to alternative uses. Will form part of already recognised regeneration zone in this area. Relocation issues faced here.	4	Long narrow shaped site that does not lend too well for commercial development.	3	Opposite the Notts County FC stadium on Meadow Lane. Runs alongside the Canal.	3	Iremonger Road has good access onto London Road which connects to the City Centre and to the South East side of Nottingham.	3	Nothing direct onto Iremonger Road but access onto London Road is easy with good connections to bus routes and the Mainline Station and NET terminal are within walking distance.	3	The area is not active commercially, there are a number of business occupiers in the area although most are established in this location.	
MU7.5	Freeth St	Y	Y	8.6	Currently in use	Allocation	Mixed - Mainly Gen. Ind.	Constrained	Numerous ownerships and occupiers. Fully serviced, potential contamination in areas	2 - Good	The area provides a useful supply of edge of town commercial accommodation. The competitive rents ensure demand is good, areas like this are not found in abundance elsewhere in Nottm. Will form part of already recognised regeneration zone in this area. Flood risk, contamination and relocation issues at this site.	3	Large site currently used in mainly industrial use	2	Site surrounded by generally commercial uses (predominantly industrial), does benefit from waterside location. Traditionally recognised as a commercial location on East side of Nottingham	3	Road connections on the Eastside of Nottm are not as good as the west side due to volume of traffic, connections to A52 are reasonable.	2	Regular bus routes connect the East Side of Nottingham to and from nearby suburbs.	3	The area is recognised as part of Nottingham where cheaper accommodation can be found. The location is inferior to the west side and this impacts on rent. The demand for accommodation remains good due to the competitive rents.	
MU8.2	Beechdale Road (Former Co-op Dairy)	Y	Y	2.6	Vacant site - brownfield	Allocation		Constrained	Barratts developing for residential use. So not available for employment.	4 - Poor	Site under development by Barratts - "The Willows"	3	Site prepared for residential development	3	Mixed uses in the area, Bowls Club, commercial uses, school, Nursing Home.	3	Access to Nottingham's Outer Ring Road is good along Beechdale Road to Western Boulevard. Access to J26 is also reasonable to the West.	3	Regular bus routes connect Beechdale to the City Centre	3	The area has some commercial uses nearby, however, the site is under development for residential use.	
MU8.3	Lortas Road (Former Westbury School)	Y	Y	1.4	Currently in use	Allocation	General Ind.	Constrained	Existing occupiers on site so site not vacant unless it has been developed already	2 - Good	The area is a small cluster of commercial units, attracting local businesses to a reasonably accessible position. Already allocated as mixed use as the area changes, residential likely in the longer term future.	2	Flat regular shaped site with existing building stock	3	Commercial uses on South and West, domestic on North and East. Recognised as commercial within immediate vicinity of site	2	Nottm Road connects to city, outer ring road a short distance away, Perry Road connects to Hucknall Road	2	Regular bus routes use Nottingham Road, connecting Bulwell to Nottingham.	3	Commercial uses are linear along Nottingham Road, with users benefiting from accessibility from this route. Generally local occupiers many premises owner-occupied.	

Nottingham City - MU Sites

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MU8.4	Western Boulevard	Y	Y	1.6	Currently in use	Allocation	General Ind.	Constrained	Currently used as a storage site for fairground and leisure attractions. Services should be available with relative ease. Potential contamination issue.	2 - Good	The ring road location is a major plus for an employment site. Ultimate use will be influenced by the Gasworks development, but the site certainly has potential. Has been allocated for mixed use.	2	Good large site, relatively flat, although slightly slopes away to the rear.	3	Adjacent to the Gasworks site, immediate proximity to the Outer Ring Road, some residential dwellings nearby.	2	Site has exclusive access point onto Outer Ring Road, albeit this is only in one direction, nevertheless connections remain good.	3	Bus routes do serve the area, not too many use the outer ring road, but numerous services run along Radford Road which is approximately 1/4 mile walk. The Basford NET terminal is also within walking distance.	3	The area is not a very active commercial location, however, the future use of the Gasworks site will improve this aspect. Majority of existing buildings in the area are old and in varying states of repair or vacant.
MU8.5	Forest Mill	Y	Y	0.9	Derelict land and buildings	Allocation	Mixed - Mainly Office	Available	Derelict building falling into disrepair. Not in use. Fully serviced plot.	4 - Poor	The building is in a poor state or repair and the commercial surroundings are struggling to provide occupiers. Future uses away from light industrial, allocated for mixed use..	4	Site comprises a derelict building on a regular shaped.	4	Depressed part of Nottingham. Surrounded by poor quality industrial buildings and low value residential premises.	3	Close to Alfreton Road, however, the immediate road network is poor and limited for commercial vehicle movements.	3	Bus routes run regularly along Alfreton Road.	4	Depressed part of Nottingham with very little commercial prospects.
MU8.6	Dunn Line Coaches, Park Lane, Old Basford	Y	Y	1.7	Currently in use	Allocation	General Ind.	Available	Currently occupied by Dunn Line Coaches although efforts are being made to relocate.	3 - Average	The site is positioned between Basford and Bulwell. The exact spot is not necessarily regarded as an established commercial location, but is a site where commercial occupiers could and would locate to due to the connections via road and proximity to labour force. Units do let or sell as they are introduced to the market so long as they match occupier requirements within reason. The introduction of the residential element to the rear of the site may impact on the future use of the site in commercial sectors. Already allocated as mixed use	3	Narrow site, reasonably level although has raised site level compared to Vernon Road level. Has potential for industrial development with services available on site.	3	Rear element of the site has been sold for residential use. Northern boundary meets with Northern Close (City Council ind units)	3	Access is from Vernon Road but positioned upon a junction, sites original entrance from Park Lane, now removed due to residential plot. Proximity to Outer Ring Road is good	2	Regular services run along Vernon Road between Nottm & Bulwell. Tram stops are within walking distance	3	Units do generally let in this location, providing they are of suitable quality. The emergence of residential use nearby may influence its success as a commercial site.
MU9	Stanton Tip	Y	Y	43.9	Vacant site - brownfield	Allocation	Mixed - Mainly Office	Available	The site is a natural extension of the Phoenix Centre which is now full with office and some distribution accommodation. Services will be available from Phoenix Park and its connected roadways. Contamination issues may limit the availability of parts of the site.	2 - Good	Good quality location with excellent connections to both the motorway and the city. Contamination issues and land level works will inhibit the amount of land upon the site that is suitable for B classified uses.	3	Land levels are uneven and would require preparation for development.	2	Some residential uses to the East, generally rural and commercial uses.	1	Providing connections can be made to Phoenix Park, the dual carriage-way access of the A610 connects to both the M1 at J26 and Nottingham City Centre.	1	NET Park & Ride, Bus routes connect to Nottingham	1	Successful Business Park nearby, predominantly office premises, few remaining units.

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Nottingham City - Development Sites

Site Information										Availability		Market Appeal		Market Appeal Criteria									
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E1.1	Nottingham Science & Technology Park	Allocated as a Strategic High Quality Employment Site	Y	Y	6.1	Currently in use	Office	Allocation	Constrained	E1.1 was sold by Marconi to emda in Spring 2003. Despite contamination and flood risks the City Council, emda, Blueprint and NRL hoping to bring forward development for 21,000sqm of B1 use and a £10 million Toyota automotive training facility. Potential links with Science City. Planning permission granted start on site imminent	2 - Good	Strong potential for office use at this location. Strategic location for edge of town business space.	2	Good shape, generally flat and services could be provided from University Boulevard	1	Adjacent to the Science and Technology Park, well recognized business location.	1	Immediate proximity to Nottingham's outer ring road. Good access to J25 of M1 via A52.	2	Regular services connect to Nottingham and Long Eaton along University Blvd	2	Adjacent to the existing successful Science Park. Demand for the area is good, high percentage of units are occupied.	1.6
E1.2	Nottingham BP (Chilwell Dam Farm)	Allocated as a Strategic High Quality Employment Site	Y	Y	18.8	Currently in use	Office	Allocation	Available	Site under development. Speculative and design and build premises available	2 - Good	M1 corridor location, well linked to Nottingham, this park will continue to grow as additional facilities and services are provided on site. Good demand for office premises on both freehold or leasehold terms, strong preference for self-contained units.	1	Plots available on fully serviced business park	2	Located along M1 corridor surrounded immediately by rural holdings.	2	M1 corridor location, 1 mile from J26 of M1. Access to Nottingham good via A610.	2	Regular services run along Woodhouse Way connecting to and from the city centre	3	Take up has been slower than expected but often the case with out of town business parks. Good occupiers have located here and the proximity to M1 is key factor to site success. Leisure facility will assist in promoting site.	2.0
E1.3	ng2 - Former ROF site	Allocated as a Strategic High Quality Employment Site	Y	Y	5.8	Currently in use	Office	Allocation	Available	Sites and speculatively built units currently on the market	1 - Very Good	Strategic site for Nottingham. Excellent location will provide ideal edge of town position for self contained office premises. Since obtaining outline consent the developer has announced a change in strategy and now expects the site to be wholly developed for office use.	1	Fully serviced business park.	1	Established business location around Queens Drive, Lenton Lane. Business use has no impact on surrounding occupiers.	1	Fringe of city centre location ensures good accessibility. Excellent position on key arterial route connecting into Nottingham from outer ring road and J24 of M1.	2	Regular services run along Queens Drive in and of the city. Part of NG2 is earmarked for a NET Terminus. Train station is within walking distance.	1	Primary business park with excellent location qualities. Homebase and Experian are large anchor tenants with smaller local businesses likely to provide demand for office accommodation.	1.2
E2.1	Harrimans Lane	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	17.8	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Constrained	Owned by Boots (expansion land)	2 - Good	Assuming irregular shape can be overcome provides a large site in an established location. Unlikely to be come expansion land for Boots and will no doubt be tied into the larger scale Boots site strategy.	3	Good flat site, although overall quite irregular in shape, services available close by	2	Surrounded by Boots on 3 sides and additional industrial occupiers to the North. Established business location.	2	Generally considered to be a good location, just off Clifton Boulevard (A52) close to A453 interchange which connects to J24 of M1. The site has two potential points of access, via Thane Road and Harrimans Lane.	3	Bus services do connect to nearby the site but not directly to the site itself. Should the Boots site become a more strategic development site then this may improve.	2	Generally perceived as a good business location. Predominantly industrial due to its position at the rear of the site. Take up in the area has been historically good.	2.4
E2.2	Blenheim IE expansion	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	6.7	Currently in use	Mixed - Mainly Warehousing	Allocation	Available	Currently being developed at Blenheim Park	2 - Good	Considered to be one of Nottingham's preferred industrial estates. Located on M1 corridor of Nottingham with close access to A610 and the city centre itself.	2	Large regular shaped site providing good expansion land from already well serviced industrial estate	2	Expansion land backs on to a golf course and Hucknall Aerodrome so minimal impact on nearby users.	2	Reasonably close proximity to J26 of M1 (3 miles). A610 connects to Nottingham	2	Bus services do connect to the edge of the existing Blenheim Industrial Estate (Sellers Wood Drive), this may improve if the expansion is successful	2	Success of original Blenheim Ind Est likely to continue through to the modern premises being developed on new land.	2.0
E2.3	Bull Close Road	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	2.1	Vacant site - brownfield	Warehousing	Allocation	Constrained	Appears to be in use by MAKRO for external storage accommodation or rubbish storage	2 - Good	Good location for a development site, no doubt exists as expansion land maybe for MAKRO or even Imperial Tobacco, however, development at this location is likely to be successful.	2	Size and shape of site lends well to industrial development. Relatively flat although the site is much higher than the road level of Bull Close Road. Services should be available from nearby road infrastructure.	2	Established commercial location, positioned in-between MAKRO and Imperial Tobacco. Large warehouse units and industrial premises surround the unit. ZF GB extension currently under construction.	2	Close to main outer ring road which provides connections to both A1 and M1 corridors. Similarly access to the city centre is very good along Queens Drive or via Abbey Road.	3	Bus routes do operate to the entrance to the estate as a whole and stops are a short walk. A park and ride facility is also available nearby on Queens Drive.	2	Prosperous industrial estate which has many good occupiers including MAKRO, ZF GB and Imperial Tobacco. Demand for the location is generally good and the presence of leisure operators have ensured a good tenant mix in the area. Well recognized as a good location to access the road network and Nottm itself.	2.2
E2.4	Riverside (fmr Wilford Power Station)	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	4.2	Vacant site - brownfield	Office	Allocation	Constrained	The site comprises two development parcels, of which one is constrained due to ground conditions and the other due to pylons. The second will be developable once pylons have been cleared.	2 - Good	Excellent site (although heavily constrained due to former Power Station location)	2	Good regular shaped site relatively flat, currently undeveloped.	2	Excellent location on Riverside Business Park, one of Nottm's premier business locations.	2	Positioned on Queens Drive which links to the Outer Ring Road and M1 corridors	2	Opposite a Park and Ride scheme and bus routes connect to Nottingham City Centre and it provincial suburbs	2	Very good established commercial area which has attracted excellent occupiers within Nottingham	2.0
E2.5	Manvers St Goods Yard	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	2.0	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Available?	Site is vacant with one large obsolete building. Groundworks may require some further investigation. Services should be available.	2 - Good	Site will have potential for trade counter, office or industrial use. Already forms part of the regeneration zones and is well form part of Eastside. Some contamination issues.	2	Good large site with good development potential.	2	The area is positioned on East side of City close to LadyBay Retail Park and Island Site Business Park. Commercial activity in the area has taken place. Adjacent to railway line.	3	Positioned on East side of Nottingham off Manvers St, access to the city centre is good and also to the South East of Nottingham.	2	Bus routes have regular stops in this area. Well serviced by public transport.	3	The area has seen commercial activity in the past with the introduction of the Island site and nearby retail park. Not necessarily the preferred commercial location for Nottingham as it is on the Eastside and infrastructure appears to be better on West side.	2.4
E2.6	Basford Gasworks	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	4.3	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Available?	Currently being marketed by Innes England with bids invited. Unprepared for development and ground investigations will need to be thorough based upon former use.	2 - Good	Location and proximity to other uses suggest this would make an excellent mixed use scheme site, office, industrial (small and light), surgery etc. Contamination issues will impact heavily on the site.	2	Site flat and regular in shape.	3	An area of established industry in Nottingham which has since moved, close to former Shipstones Brewery Site, period buildings, some converted to resi or office provide continued use. Residential uses nearby, but overall mixed use in the area.	2	Positioned close to Ring Road which provides good accessibility. Radford Road also provides direct route to Nottingham City Centre.	2	NET within walking distance, bus routes run along the outer ring road and between Nottingham and Bulwell.	3	The area maintains a reputation as an established commercial area, albeit it is not considered prime. Premises do let well, but generally achieve secondary rents. New build schemes in the area have been relatively successful	2.4
E2.7	Site east of Great Northern Close	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	3.2	Vacant site - brownfield	Office	Allocation	Available	Vacant site which forms natural extension to the Island Site/Eastside City. Land not in use.	2 - Good	Site will have potential for trade counter, office or industrial use. Forms part of Eastside City regeneration zone, contamination issues.	2	Good large site with good development potential. Groundworks may require some further investigation. Services should be available.	2	The area is positioned on East side of City close to LadyBay Retail Park and Island Site Business Park. Commercial activity in the area has taken place. Adjacent to railway line.	3	Positioned on East side of Nottingham off Manvers St, access to the city centre is good and also to the South East of Nottingham.	2	Bus routes have regular stops in this area. Well serviced by public transport.	3	The area has seen commercial activity in the past with the introduction of the Island site and nearby retail park. Not necessarily the preferred commercial location for Nottingham as it is on the Eastside and infrastructure appears to be better on West side.	2.4
E2.8	Salisbury St/Faraday Rd	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	0.5	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Constrained	Forms part of the former Raleigh site, currently used by Clegg Construction and likely to be in their ownership. Unprepared for development and remains hard standing for surface storage and parking. Services available from nearby adopted highway.	3 - Average	Successful small scale scheme, includes former car park site, likely to eventually move over to residential use.	3	Strip of land with falling land level.	3	Some residential use adjacent, but a lot of other commercial use to the North and east.	2	Positioned close to Wollaton Road which connects to both the city centre and Outer Ring road. The immediate roads are narrow but seem to cope with vehicle movements.	3	Bus routes regularly service Ilkeston road/Wollaton road	3	The area appears to be a successful location for small units. High occupancy level and good local businesses have chosen this location.	2.8
E2.9	Belgrave Rd / Lillington Rd	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	0.9	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Available	Owned by Skills, providing potential expansion land or development land. Part of the split site used for surface storage (Hewdens).	2 - Good	The site themselves are good and offer the opportunity for new build units in the area. Provision of small light industrial units likely to be successful available both on freehold and leasehold terms.	2	Good - sites prepared for development, regular shape, services available from nearby roads.	2	Positioned in established commercial area within Bulwell. Access to J26 M1 is good, as are links to public transport with numerous stops on Sellers Wood Drive	2	J26 of M1 Motorway is approximately 3 miles drive. Sellers Wood Drive provides direct route to Bulwell Centre.	2	Numerous bus stops on Sellers Wood Drive. NET stop nearby at Phoenix Park and Hucknall Lane (both within walking distance)	3	The area is established as an industrial area within Bulwell, providing a variety of commercial units. Many are quite old and in poor condition, however, some newer or refurbished units provide a better quality of accommodation. Overall occupation levels are good as occupiers take advantage of competitive terms and cheaper rents close to Nottm and M1.	2.2
E2.10	Boots Island Site	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	3.6	Vacant site - brownfield	Office	Allocation	Available	plots available from end of 2006. Site prepared for redevelopment, services connected to site	2 - Good	Site within good business park that will form integral part of the success of allocated Eastside City. Some contaminations issues.	2	Good	2	Forms part of Eastside Regeneration Area. Boots Island site has attracted EMDA, NHS Direct, BBC, Trillium to the location.	2	Close to London Road which provides a southerly arterial route to the city. Canal Street connects to the city and onto the inner and outer ring roads.	2	Nottingham Rail Station within walking distance, Broadmarsh Bus Station also close by and NET Terminal within easy reach. Excellent exposure to Public Transport.	2	This has proved and will continue to be a successful business location. The area is changing positively and the arrival of Jury's Inn and the continued presence of Capital One in the area further enhance this part of Nottingham.	2.0
E2.11	Hucknall Rd / Southglade Rd	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	1.9	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Available	Sites cleared for development, no obvious constraints. Services available nearby.	2 - Good	Sites prepared for development and likely to be taken up, much will depend on the continued development in the area and success of nearby Cowlairs estate.	2	Former Colliery site which has been prepared for phased development. Regular shaped sites.	2	Site positioned on Gala Way, Provides commercial park, occupiers include Food Park, Gym, Bingo Hall.	3	Accessed from Hucknall Road that can be a busy road due to the traffic light junction with Arnold Road nearby. Access North is residential.	3	Regular bus routes run along Hucknall Road to service the location	3	Activity in the area has seen further residential development, a proposed Tesco nearby under development. New schemes developed on Gala Way appear to be experiencing slow take up	2.6
E2.12	Bobbers Mill	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	1.3	Vacant site - brownfield	General Ind.	Allocation	Constrained	Access to the site is limited via Gauntley Street, the roadway to the site becomes a track through the Cussons Site. Constrained by access limitation. Furthermore flood risk and contamination issues.	5 - Very Poor	Site likely to fall into resi use as part of Barratts application or remain as a sports ground.	2	Good regular shaped site which would provide a good development opportunity	5	Surrounded by the former Cussons site with some residential use also in proximity.	5	This individual site is landlocked due to the Cussons site surrounding it.	2	NET routes and bus routes regular service the area	4	Fairly depressed part of Nottingham as far as commerce is concerned. Adjacent site has been purchased by Barratts for resi use.	3.6

Nottingham City - Development Sites

Site Information								Availability		Market Appeal		Market Appeal Criteria											
Ref_No	Name	Plan Status	Adopted Local Plan	Inspector Support	Site - J1	Site Status	Market sector	Planning status		Comment	Score	Overall market appeal comment	Internal Environment Score	Internal Environment Comment	External Environment Score	External Environment Comment	Accessibility by road Score	Accessibility by road comment	Accessibility by public transport score	Accessibility by public transport comment	Local Market Conditions Score	Local Market Conditions Comment	Average
E2.13	Bestwood Sidings	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	1.2	Vacant site - brownfield	General Ind.	Allocation	Constrained	Very poor access seriously constrains this site. Furthermore contamination and flood risk issues.	4 - Poor	The site is poorly accessed and the area lacks demand. May be included within future redevelopment of the Bestwood Centre site but commercial demand for the area will be low.	3	Unable to access the site as entrance was locked so assumed the average.	3	The sidings lie adjacent to the Robin Hood Rail line and NET link to the West and the Bestwood Centre to the East and South. No Road profile	4	Access direct to the site is very poor with a single track way which joins Bestwood Road at a poor position upon a bend. Bestwood Road itself is quite busy, however, contains speed retarding measures.	2	Bus routes serve the location well onto Bestwood Road and the site is adjacent to the NET terminal on Hucknall Lane.	4	The immediate area is not commercially active. Occupiers do not specify this part of Nottingham as a target location, unless already in the area and seek expansion. Demand and supply limited	3.2
E2.14	Radford Goods Yard/Chettles Yard	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	0.6	Vacant site - brownfield	Mixed - Mainly Gen. Ind.	Allocation	Available	Site cleared for redevelopment purposes. Some contamination and flood risk. Large site - all units have been demolished and site is prepared for development. Site connected to services from previous use.	3 - Average	Site assembled for presumably mixed use. Part resi - student market and some further light industrial buildings following the success of Genesis Park.	2	Good large site.	3	Around the site the predominant use is residential, Denwent Housing have developed a new scheme opposite, and established residential uses are in close proximity. Commercial uses are also present with Genesis Park to the rear and some smaller occupiers on St Peters Street.	3	Access is provided from Wollaton Road and to the rear just off St Peters Street. The proximity to both the outer and inner ring roads is excellent	2	Proximity to public transport links is dictated by regular bus stops on Wollaton Road and those key routes within walking distance, i.e. Radford Boulevard	3	The site has historically been an industrial use, however, key occupiers such as Raleigh have moved from the area.	2.6
E2.15	Beeston Sidings	Allocated for Industrial Development/Expansion and Restructuring	Y	Y	5.2	Vacant site - greenfield	(Unlikely to be developed)	Allocation	Constrained	The site is a slither of land alongside a railway line. With virtually no direct vehicle access.	5 - Very Poor	The shape of the site limits its development in isolation. The entrance to the site via the Highfields Science Park confirms the site as an existing nature reserve. Incorporating the site with the Boots site is difficult because of the railway line. Virtually no possibility of development.	5	The shape of the site is not suitable for commercial development, despite being positioned adjacent to the Boots site a railway line divides the two.	3	Positioned behind various leisure premises including the Nottingham Tennis Centre and Highfields Sports Ground. A railway line provides the southern boundary.	5	Virtually no access via road to site directly.	2	Public transport routes do service University Boulevard, which is the nearest main road to the site.	3	Highfields Science Park and former Marconi site nearby. Boots site also immediately adjacent so local area has seen commercial activity.	3.6
25	Vernon Rd/ Vernon Ave	prob E5 but unallocated	N	N	3.7	Derelict land and buildings	Mixed - Mainly Gen. Ind.		Constrained	Site has been cleared for development, however, faces overriding contamination and flood risk issues.	4 - Poor	Strictly is an average quality site but the flooding and contamination constraints make this site very unattractive to the market because it is potentially undevelopable. If these are overcome there may be some development potential for light industrial and small warehousing, on both leasehold and freehold basis. Offices unlikely to be appropriate. Residential use also likely to prove suitable. But the contamination and flood risk are likely to prove over-riding factors.	3	Former dye-works site so contamination issues would need to be resolved, although good flat site with development potential. Services available from nearby roads	3	Generally a mixed use area, with residential areas, council depot and isolated industrial estates around.	2	Good proximity to Nottingham's outer ring road, access to Nottingham is direct and convenient	1	Bus routes and NET line adjacent to the site.	3	The area is likely to become predominantly residential.	2.4

Note: The views expressed are those of Lambert Smith Hampton and not necessarily the client team. Sites were surveyed in Autumn 2006.