

# FOR SALE

Nottingham  
**Propertyplus**



Nottingham  
City Council

Chingford Road, Bilborough, Nottingham NG8 3BT

[www.nottinghampropertyplus.co.uk](http://www.nottinghampropertyplus.co.uk)



## OFFERS INVITED FOR FREEHOLD

Approximately 14.56 acres (5.892 hectares) for high quality residential development



# Chingford Road

## Description

The site extends to a total area of 14.56 acres (5.892 hectares) in size. As one of the larger sites in the west of the city designated for residential use it is an important site in terms of its potential contribution towards the Council's housing development targets.

The land rises away from Chingford Road, but the site itself is relatively flat with a gently sloping development footprint. Access will be taken from Chingford Road via the frontage already created by the demolition of a block of four townhouses.

**Below:**  
*The Chingford Road site*



## Site summary

- + Generally level site of approximately 14.56 acres (5.892 hectares) of residential development land
- + Allocated LAPP Site status in the Nottingham City Council Local Plan Part 2 2020 (STPP)
- + On site open space provision of approximately a third of the gross site area will have to be located in the North West corner of the site to buffer St Martins Church and the conservation area
- + Access point to adopted highway already created
- + Would suit a high quality residential scheme
- + On site S106 contribution of 20% Social Housing required
- + The land was Appropriated for Planning under S122 of the Local Government Act 1972 in 2019
- + Conditional and unconditional offers invited by informal tender

**CHINGFORD ROAD, BILBOROUGH  
NOTTINGHAM NG8 3BT**

**Location**

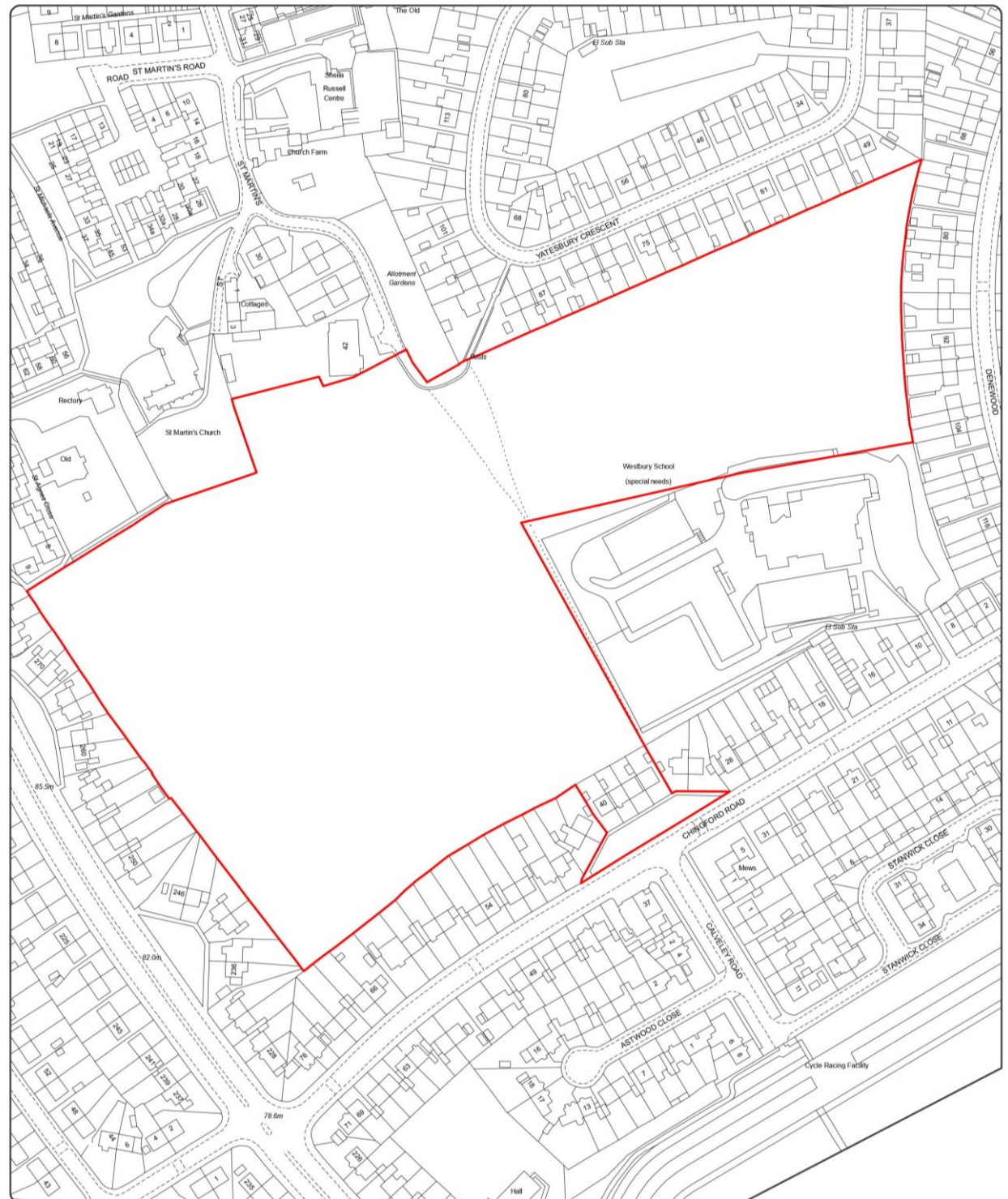
**Situated in a popular residential suburb approximately 4.3 miles to the west of the City Centre and surrounded by an established estate of predominantly local authority housing.**

The area is well served by the nearby shopping centre of Strelley, which provides a range of shopping facilities and local amenities with frequent bus services to the City Centre.

Almost opposite the proposed new development is Bilborough Park and the Harvey Hadden Sports Centre. Approximately 2.6 miles to the west and accessed via the A6002 Woodhouse Way is Junction 26 of the M1.

**Below:**

Harvey Hadden Sports Village  
© activenottingham.com





## Nottingham

Nottingham is centrally located and well-connected within the UK, and the perfect platform for commercial links into Europe. Nottingham's excellent commuter links extend to London and beyond, with over 70 trains a day direct to London St Pancras International, the capital is easy to reach with the fastest train taking 1hr 40mins. With Eurostar connections direct from St Pancras, Nottingham is connected into the heart of Europe.

Further proposals include HS2 and the East Midlands Airport which (in normal times) connects 4.2 million passengers with the world, serving 90 destinations.

Improvements such as the A453 duelling, the facility improvements at Nottingham Station, the Ring Road, and the completion of two new tram lines have dramatically improved connectivity, particularly from the M1 to the city centre and within the city itself.

Nottingham City Transport is the city's biggest public transport operator and is multi-award winning. It runs the youngest and greenest fleet in the country.

Work has begun to transform Nottingham into one of the world's best digitally connected cities, meaning its residents and businesses will be able to enjoy access to the fastest, most reliable connectivity available. Which will take Nottingham's connectivity and productivity to another level, giving the city great advantages for long term investors.

Nottingham has over 11,000 employers and an economy of £24.6 billion, cementing its position as the powerhouse of the East Midlands.

Over 2.1 million people live in Nottingham's Journey To Work Area (JTWA) of which 1.3m are of working age. This represents an excellent talent pool to support business growth.

Over 50 national and regional companies are headquartered here. Businesses that call Nottingham home include E.ON, Experian, Boots, Paul Smith, Vision Express, Speedo, Games Workshop and Capital One.

Nottingham has a history of breakthrough discoveries – Ibuprofen and the MRI scanner were invented here – and continues to be at the cutting edge of health innovation. Our strengths lie in medical devices, biotechnology and healthcare. Over 91,000 are employed in the Life Sciences sector in Nottingham. 60% of the jobs in Nottingham are in knowledge intensive industries.



## Planning Guidance



There are a number of listed buildings that include St Martins Church, St Martins Rectory and St Martins Cottages, which form part of the northwest boundary. The setting and character of the listed buildings will need to be protected and enhanced as part of any development scheme.



Development proposals should secure the provision of publicly accessible formal on-site open space. To provide a buffer to and to help protect the setting of heritage assets, this open space should be located to the north west of the site and cover approximately one third of the site area. It should include a proportion of semi-natural open space which could form part of a larger multi-purpose greenspace. New dwellings should provide frontages overlooking the proposed new open space.



A sensitive design approach should be taken with regards to orientation and boundary treatment of potential new dwellings adjoining the existing school and properties.



New dwellings located on corners of junctions should be dual facing and appropriately designed to complement the street scene.



Primary vehicular access should be via Chingford Road and all new roads should comply with the City Council's New Streets Design Guide and Government's Manual for Streets 1 and 2.



Parking provision should be well designed and integrated into layout plans to provide a suitable balance of in-curtilage and on-street parking to avoid car dominated frontages. There is also opportunity to provide some appropriately designed parking spaces within the boundary of the proposed open space adjacent to new housing.



Provision of a new north-south green corridor connecting through the site from St Martin's Road to Calveley Road with potential to form part of a sustainable urban drainage system feature such as a swale.



New tree planting should be provided within new streets, along the boundary of the new open space adjacent to new housing and the proposed new north-south green corridor should also be tree lined.



Secure access to back gardens for off-street storage space of wheeled bins will need to be provided.



Quality treatment is essential for boundaries fronting the public realm. Details of enclosures and structural landscaping must be submitted as part of a full planning application.

## Planning Requirements



The development should look to achieve a high standard of environmental sustainability. The City Council actively encourages building design and construction methods that reduce energy costs and utilise renewable and low carbon technologies where possible in order to support a low carbon future and respond to the Council's Carbon Neutral 2028 pledge. The City Council's 'Carbon Reduction Checklist' should be completed at the preapplication stage to focus discussions on enhancing the development's sustainability credentials.



The City Council's Biodiversity Supplementary Planning Document (February 2020) sets out the City Council's aspiration for achieving a net gain in biodiversity and includes a Biodiversity Checklist to provide guidance on biodiversity requirements when submitting planning applications.



Electric Vehicle Charging Points should be provided for each new dwelling.



An Employment and Training Plan to be agreed with the City Council's Employment and Skills Team to maximise the generation of local employment and training opportunities for city residents. Refer to Policy EE4 (Local Employment and Training Opportunities).



A Tree Survey will be required in accordance with BS 5837: 2012 'Trees in relation to Design, Demolition and Construction – Recommendations' to fully inform tree retention, layout and design proposals.



S106 will be required to cover affordable housing, public open space (in accordance with the City Council's Provision of Open Space in New Residential and Commercial Development SPD, November 2019), education, employment and training, further details of which are available from the planning team.



Early engagement with Severn Trent Water is required on connection to water/waste water services. Within Minerals Safeguarding Area – prior consultation required.

## Highways Advice

- + NO MORE than 150 dwellings OFF ONE POINT OF ACCESS.
- + Transport Assessment and other highway assessments are expected to be submitted alongside any formal planning application.
- + Travel Plan required.
- + Tracking to be provided using our largest NCC refuse vehicle dimensions to demonstrate manoeuvrability and turning. Ensure geometry supports functional use of the development for refuse access.
- + The applicant is to look at [www.dqf.co.uk](http://www.dqf.co.uk) for guidance on build, street layout and approach.
- + Early engagement with Highways Development Management is encouraged to ensure street design adheres to our specifications for adoption.
- + To create a viable vehicular access wide enough to accommodate all associated traffic a number of existing dwellings have been demolished and highway works will need to be put in place to safely design the access created.
- + A good access design will be required to ensure safety. Consideration for access treatment with sightlines and road safety considerations.
- + Turning movements and trip generation impact on the junction being created. May require a ghost island right turn or other highway provision to ensure the vehicular traffic impact is mitigated. Queue times may be long due to numbers all coming off one point of access.
- + For this many dwellings we require a main primary route (5.5m with 2 x 2m footway) and subsequent secondary and tertiary streets. Please consider permeability throughout the site and reduce the need for private drives and the creation of cul-de-sacs.
- + Any private access drives with dwellings served off them will be subject to Advance Payment codes and will still be required to build to adoptable standards of widths, dimensions, tracking, street lighting drainage etc.
- + Preferable for as many estate roads to be adopted.
- + If providing any shared surface we require a minimum dimension of 6m.
- + Commuted sums will be charged for non-standard materials and we will expect payments for street trees.
- + Traffic calming schemes should be considered as part of the street design approach with tree build outs and on street parking provision with horizontal chicanes preferable to vertical humps as features.
- + We will not accept block paving on large areas of carriageway and none on corners.
- + Boundary treatments need to be mindful of height impact on sightlines to access including 2x2m pedestrian splays as well as vehicle splays. Equally hard boundaries need to consider impact on vehicle movement and parking.
- + Side road entry treatments at bellmouth's are preferable with priority crossover for pedestrians.
- + Tight radii on corners with heavy support for overrun by refuse and large vehicles.
- + Nottingham City Council is committed to a carbon neutral approach by 2028 and as such all dwellings should have 100% electric vehicle parking for in curtilage spaces. For any apartments 10% of overall provision where allocated is expected.
- + Refuse collection and bin stores are imperative to design function and bin stores MUST be able to be collected from an adopted highway. This is important in the street design to make as much as possible adoptable highway. There is a 26m carry distance for residents with expectation of bin collection preparation and all bins must be returned to private land after collection or fines will be issued.
- + Permeability of site for pedestrian and cyclist movements. Creation of PROWS.
- + Any stopping up of highway needs to be investigated as well as land ownership.
- + Public transport and sustainable transport to be promoted and consider pedestrian access to bus stops.
- + Provide turning heads where required and ensure these are to our standard dimensions.
- + Integration of design with existing highway network.
- + TRO requirements.
- + Drainage consideration and integration with surface run off.
- + EVCP (Electric Vehicle Charging points) at 100% on all in curtilage parking and 10% provision for apartments.
- + We would want to see on street parking bays for visitors and can be integrated into a street calming design.
- + Car parking dimensions of 5.5m x 2.4m with an additional 0.5m if adjacent to a hard boundary.

## Planning information



Early engagement with the planning team and pre-application discussions are strongly encouraged before an expression of interest is made.

### PA 25 Chingford Road – Policy and Strategic Context

Chingford Road is currently open space. The site is allocated in the Nottingham City Local Plan Part 2 (reference SR21), adopted in 2020. The proposed use for the 5.892 hectare site is for residential (C3, predominantly family housing) with a proportion of the site retained as open space. Appendix 3 of the Local Plan shows the maximum, minimum and mid-point of expected number of dwellings on each allocated site. For the Chingford Road site this is 160, 120 and 140 respectively.



#### Tenure

The site is being offered on a Freehold basis.



#### Viewings

Initial viewings can be made to the site. Further detailed information is to be found in the Rightmove [Document Vault](#) or by contacting:

#### Jeremy Bryce

0115 876 3082 or  
07947 198 414 or by emailing  
[jeremy.bryce@nottinghamcity.gov.uk](mailto:jeremy.bryce@nottinghamcity.gov.uk)



#### Rightmove link

[rightmove.co.uk/properties/114538952](https://www.rightmove.co.uk/properties/114538952)



#### Letters of Reliance

Where possible, the Council will provide the purchaser with Letters of Reliance for the external reports and surveys provided in the [Document Vault](#).



#### VAT

There is no option to tax.



#### Costs

**In addition to the purchase price 2% of the sale price will be charged on completion by the vendors as a contribution to cover the Council's costs involved in the preparation and marketing of the land.**





### Method of sale

The site is to be sold by Informal Tender. Your written offer and supporting information and documents should be presented in the following format by;



**12 noon on  
Friday 22nd November 2021**



**Offers should be made in writing by email or posted hard copy for a fixed and specified sum and be marked:**

**Strictly private and confidential**

**For the attention of Mr Jeremy Bryce  
Ref: Chingford Road Tender**

Nottingham City Council,  
Box LH 26,  
Loxley House,  
Station Street,  
Nottingham NG2 3NG

**Or email:**

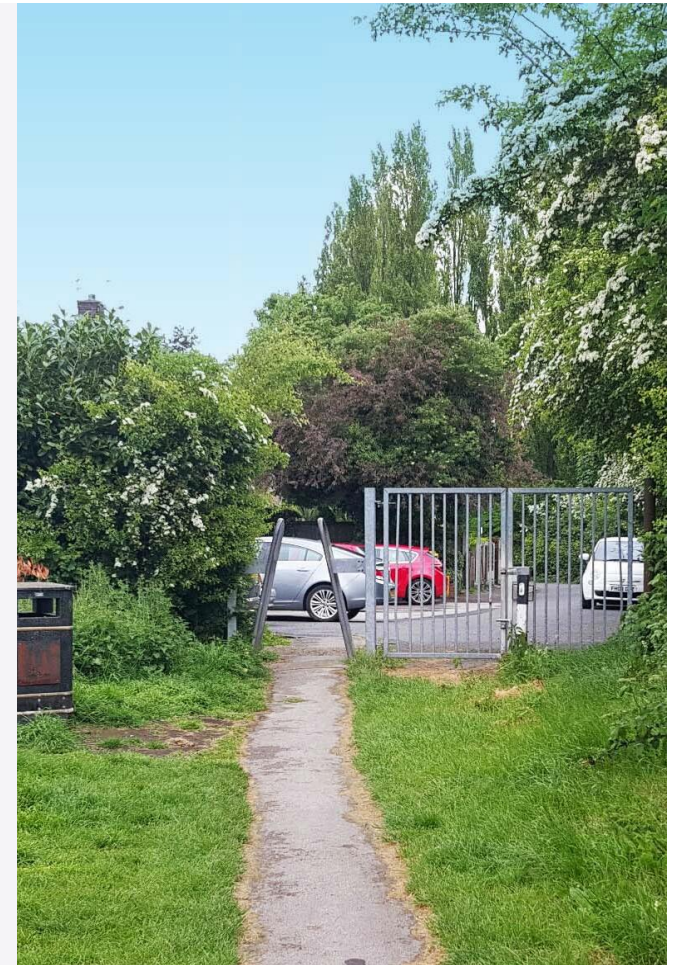
property.offers@nottinghamcity.gov.uk

### Offers

**Offers must include the following information.**

- + Details of any proposed scheme, including indicative drawings which will be incorporated into the contract of sale.
- + Name and address of the purchaser/s, with a summary of track record
- + Proof of funds available for the purchase and any proposed redevelopment
- + Proposed timescales for the development which will be incorporated into the contract of sale
- + Solicitors details

**Note:** The Council is not bound to accept the highest or any offer.



### Prices

No guide price will be given however conditional and unconditional offers are invited.

### Development Principles

A high quality residential development scheme consisting of family housing is considered the most appropriate form of development for this site.

The density of the residential development should be in keeping with the surrounding area with approximately 35-40 dwellings per hectare consisting of predominately semidetached and detached houses with also potential for a number of bungalows.

The number of dwellings will depend upon the size of units and an appropriately detailed design scheme that successfully deals with and incorporates the following principles:



Site Boundary



Potential New Housing Frontages



Potential Back Gardens



Potential Vehicular Access



Green Corridor / Link



Key View/Vista



Listed Building



School Grounds



### Nottingham Property Plus Disclaimer

**The Council for themselves and for the vendors or lessors of this property give notice that:**

- + The particulars are set out as a general outline only for the guidance of intending purchasers, and do not constitute, nor constitute part of, an offer or contract.
- + All descriptions, dimensions, references to condition and necessary permissions for the use and occupation, and other details are given in good faith and are believed to be correct, but any intending purchasers should not rely on them as statements or by inspection or otherwise as to the correctness of them.
- + No person in the employment of the Council has any authority to make or give any representation, or warranty whatsoever in relation to this property.
- + General information provided about the property's location and Nottingham has been taken from published documents and refers on occasion to future proposals and aspirations which may change.



Information for prospective purchasers is available in other formats on request.



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